

# ***APPENDIX G***

## ***NOISE ANALYSIS DATA***

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# ***NOISE MEASUREMENTS***

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Site Number: 1			
Recorded By: Monica Kling			
25-104231.001			
Date: March 18, 2010			
Time: 2:26 p.m.			
Location: parking lot on the northwest corner of the Union Street/C Street intersection			
GPS:			
Source of Peak Noise: people walking by; traffic; trolley operation including horn, buses; cars in parking lot			
Noise Data			
Leq (dB)	Lmin (dB)	Lmax (dB)	Peak (dB)
64.6	55.4	81.5	92.9

Equipment						
Category	Type	Vendor	Model	Serial No.	Cert. Date	Note
Sound	Sound Level Meter	Larson Davis	820	1428	4/29/2009	
	Microphone	Larson Davis	2561	1012	11/17/2008	
	Preamp	Larson Davis	PRM828	2533	11/17/2008	
	Calibrator	Larson Davis	CA250	0216	7/31/2006	
Weather Data						
Est.	Duration: 10 minutes			Sky: Sunny		
	Note: dBA Offset = 24.5			Sensor Height (ft): 5 ft		
	Wind Ave Speed (mph / m/s)		Temperature (degrees Fahrenheit)		Barometer Pressure (hPa)	

### **Photo of Measurement Location**



Site Number: 2			
Recorded By: Monica Kling			
25-104231.001			
Date: March 18, 2010			
Time: 2:57 p.m.			
Location: Sophia Hotel (corner of Front Street/Broadway)			
GPS:			
Source of Peak Noise: police sirens; car unloading; traffic; signal chirping; trucks; hotel workers			
Noise Data			
Leq (dB)	Lmin (dB)	Lmax (dB)	Peak (dB)
68.5	59.3	83.4	101.7

Equipment						
Category	Type	Vendor	Model	Serial No.	Cert. Date	Note
Sound	Sound Level Meter	Larson Davis	820	1428	4/29/2009	
	Microphone	Larson Davis	2561	1012	11/17/2008	
	Preamp	Larson Davis	PRM828	2533	11/17/2008	
	Calibrator	Larson Davis	CA250	0216	7/31/2006	
Weather Data						
Est.	Duration: 10 minutes			Sky: Sunny		
	Note: dBA Offset = 24.5			Sensor Height (ft): 5 ft		
	Wind Ave Speed (mph / m/s)		Temperature (degrees Fahrenheit)		Barometer Pressure (hPa)	

### **Photo of Measurement Location**



Site Number: 3			
Recorded By: Monica Kling			
25-104231.001			
Date: March 18, 2010			
Time: 3:24 p.m.			
Location: The W Hotel – corner of B Street/State Street			
GPS:			
Source of Peak Noise: cars unloading; exhaust fan; traffic on State Street and B Street; Buses; person on on sidewalk on cell phone; people walking by; hotel worker conversations.			
Noise Data			
Leq (dB)	Lmin (dB)	Lmax (dB)	Peak (dB)
66.2	60.3	81.3	91.5

Equipment						
Category	Type	Vendor	Model	Serial No.	Cert. Date	Note
Sound	Sound Level Meter	Larson Davis	820	1428	4/29/2009	
	Microphone	Larson Davis	2561	1012	11/17/2008	
	Preamp	Larson Davis	PRM828	2533	11/17/2008	
	Calibrator	Larson Davis	CA250	0216	7/31/2006	
Weather Data						
Est.	Duration: 10 minutes			Sky: Sunny		
	Note: dBA Offset = 24.4			Sensor Height (ft): 5 ft		
	Wind Ave Speed (mph / m/s)		Temperature (degrees Fahrenheit)		Barometer Pressure (hPa)	

### Photo of Measurement Location



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# *A STREET*

## *TRAFFIC NOISE MODELING*

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**Federal Highway Administration RD-77-108  
Traffic Noise Prediction Model (CALVENO)**

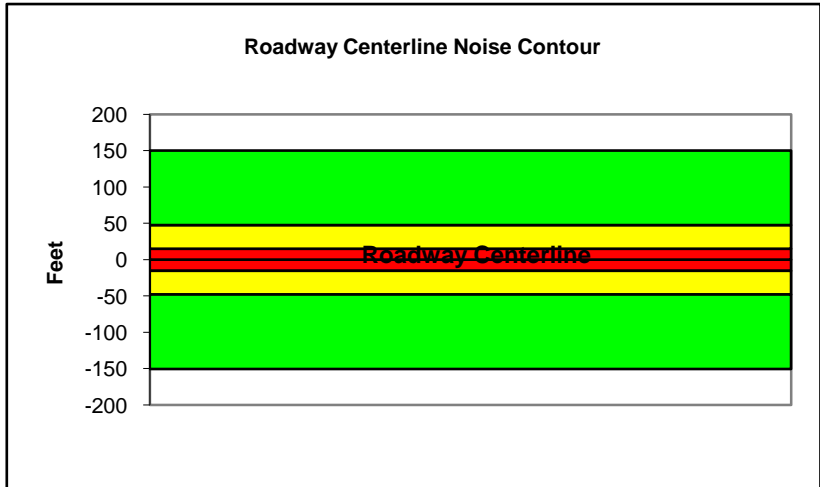
Project Name: New San Diego Central Courthouse      Scenario: Existing  
Analyst: Monica Kling      Job #: 25104231  
Roadway: A Street  
Road Segment: Columbia to State

PROJECT DATA			SITE DATA					
Centerline Dist to Barrier	0		Road Grade:	0				
Barrier (0=wall, 1= berm):	0		Average Daily Traffic:	8740				
Receiver Barrier Dist:	0		Peak Hour Traffic:	874				
Centerline Dist. To Observer:	100		Vehicle Speed:	35				
Barrier Near Lane CL Dist:	0		Centerline Separation:	24				
Barrier Far lane CL Dist:	0		NOISE INPUTS					
Pad Elevation:	0.5		Site conditions HARD SITE					
Road Elevation:	0		FLEET MIX					
Observer Height (above grade):	0		Type	Day	Evening	Night	Daily	
Barrier Height:	0		Auto	0.775	0.129	0.096	0.9742	
Rt View: 90	Lft View: -90		Med. Truck	0.848	0.049	0.103	0.0184	
NOISE SOURCE ELEVATIONS (Feet)			Heavy Truck	0.865	0.027	0.108	0.0074	
Autos:	0							
Medium Trucks:	2.3							
Heavy Trucks:	8							

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	49.4	58.2	56.4	50.3	59.0	59.6
Medium Trucks:	59.2	51.1	44.7	43.1	51.6	51.8
Heavy Trucks:	64.4	52.4	43.4	44.6	54.5	54.6
<b>Vehicle Noise:</b>	<b>66.8</b>	<b>60.2</b>	<b>57.0</b>	<b>52.3</b>	<b>60.9</b>	<b>61.3</b>

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	151
65 dBA	48
70 dBA	15
Mitigated	
60 dBA	
65 dBA	
70 dBA	



**Federal Highway Administration RD-77-108  
Traffic Noise Prediction Model (CALVENO)**

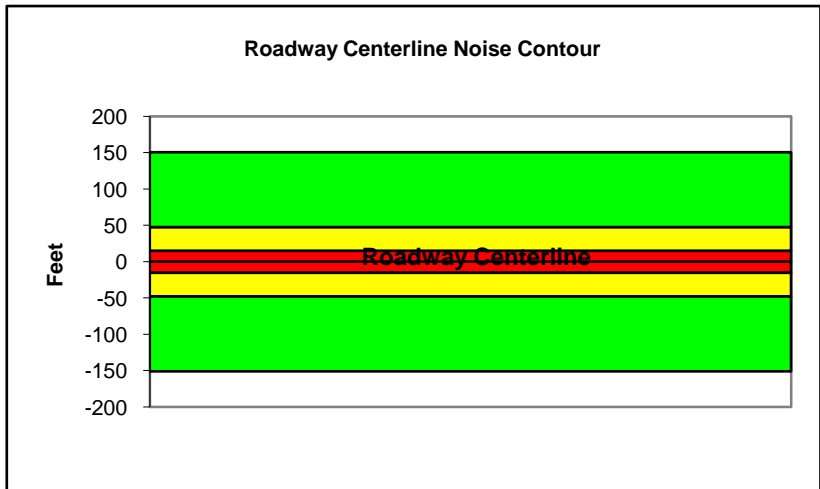
Project Name: New San Diego Central Courthouse      Scenario: Existing Plus Project  
Analyst: Monica Kling      Job #: 25104231  
Roadway: A Street  
Road Segment: Columbia to State

PROJECT DATA		SITE DATA				
Centerline Dist to Barrier	0	Road Grade:	0			
Barrier (0=wall, 1= berm):	0	Average Daily Traffic:	8757			
Receiver Barrier Dist:	0	Peak Hour Traffic:	875.7			
Centerline Dist. To Observer:	100	Vehicle Speed:	35			
Barrier Near Lane CL Dist:	0	Centerline Separation:	24			
Barrier Far lane CL Dist:	0	NOISE INPUTS				
Pad Elevation:	0.5	Site conditions HARD SITE				
Road Elevation:	0	FLEET MIX				
Observer Height (above grade):	0	Type	Day	Evening	Night	Daily
Barrier Height:	0	Auto	0.775	0.129	0.096	0.9742
Rt View: 90	Lft View: -90	Med. Truck	0.848	0.049	0.103	0.0184
NOISE SOURCE ELEVATIONS (Feet)		Heavy Truck	0.865	0.027	0.108	0.0074
Autos:	0					
Medium Trucks:	2.3					
Heavy Trucks:	8					

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	49.4	58.2	56.4	50.4	59.0	59.6
Medium Trucks:	59.2	51.1	44.7	43.1	51.6	51.9
Heavy Trucks:	64.4	52.4	43.4	44.6	54.5	54.6
<b>Vehicle Noise:</b>	<b>66.8</b>	<b>60.2</b>	<b>57.0</b>	<b>52.3</b>	<b>60.9</b>	<b>61.3</b>

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	151
65 dBA	48
70 dBA	15
Mitigated	
60 dBA	
65 dBA	
70 dBA	



**Federal Highway Administration RD-77-108  
Traffic Noise Prediction Model (CALVENO)**

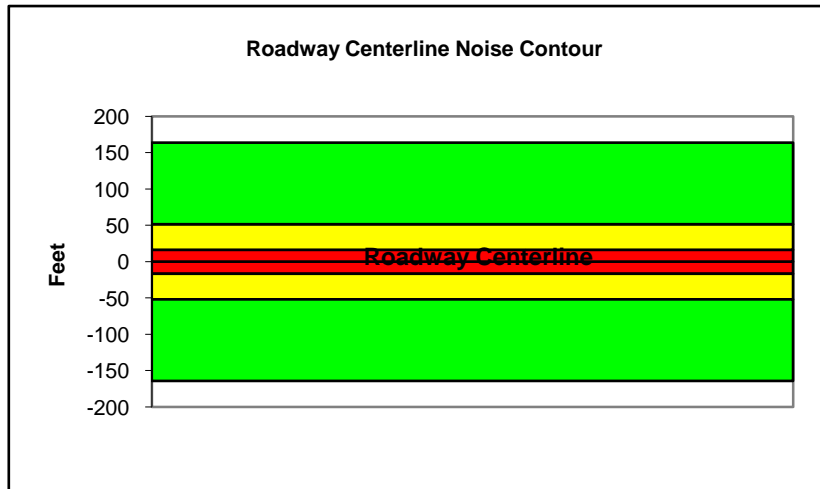
Project Name: New San Diego Central Courthouse      Scenario: Future  
Analyst: Monica Kling      Job #: 25104231  
Roadway: A Street  
Road Segment: Columbia to State

PROJECT DATA		SITE DATA				
Centerline Dist to Barrier	0	Road Grade:	0			
Barrier (0=wall, 1= berm):	0	Average Daily Traffic:	9499			
Receiver Barrier Dist:	0	Peak Hour Traffic:	949.9			
Centerline Dist. To Observer:	100	Vehicle Speed:	35			
Barrier Near Lane CL Dist:	0	Centerline Separation:	24			
Barrier Far lane CL Dist:	0	NOISE INPUTS				
Pad Elevation:	0.5	Site conditions HARD SITE				
Road Elevation:	0	FLEET MIX				
Observer Height (above grade):	0	Type	Day	Evening	Night	Daily
Barrier Height:	0	Auto	0.775	0.129	0.096	0.9742
Rt View: 90	Lft View: -90	Med. Truck	0.848	0.049	0.103	0.0184
NOISE SOURCE ELEVATIONS (Feet)		Heavy Truck	0.865	0.027	0.108	0.0074
Autos:	0					
Medium Trucks:	2.3					
Heavy Trucks:	8					

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	49.8	58.6	56.8	50.7	59.4	60.0
Medium Trucks:	59.5	51.4	45.1	43.5	52.0	52.2
Heavy Trucks:	64.7	52.8	43.7	45.0	54.9	55.0
<b>Vehicle Noise:</b>	<b>67.2</b>	<b>60.5</b>	<b>57.3</b>	<b>52.7</b>	<b>61.2</b>	<b>61.7</b>

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	164
65 dBA	52
70 dBA	16
Mitigated	
60 dBA	
65 dBA	
70 dBA	



**Federal Highway Administration RD-77-108  
Traffic Noise Prediction Model (CALVENO)**

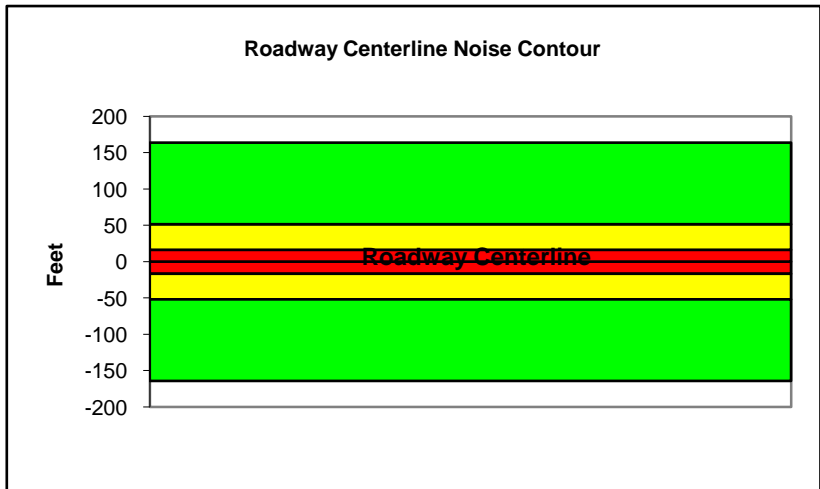
Project Name: New San Diego Central Courthouse      Scenario: Future Plus Project  
Analyst: Monica Kling      Job #: 25104231  
Roadway: A Street  
Road Segment: Columbia to State

PROJECT DATA		SITE DATA				
Centerline Dist to Barrier	0	Road Grade:	0			
Barrier (0=wall, 1= berm):	0	Average Daily Traffic:	9516			
Receiver Barrier Dist:	0	Peak Hour Traffic:	951.6			
Centerline Dist. To Observer:	100	Vehicle Speed:	35			
Barrier Near Lane CL Dist:	0	Centerline Separation:	24			
Barrier Far lane CL Dist:	0	NOISE INPUTS				
Pad Elevation:	0.5	Site conditions <b>HARD SITE</b>				
Road Elevation:	0	FLEET MIX				
Observer Height (above grade):	0	Type	Day	Evening	Night	Daily
Barrier Height:	0	Auto	0.775	0.129	0.096	0.9742
Rt View: 90	Lft View: -90	Med. Truck	0.848	0.049	0.103	0.0184
NOISE SOURCE ELEVATIONS (Feet)		Heavy Truck	0.865	0.027	0.108	0.0074
Autos:	0					
Medium Trucks:	2.3					
Heavy Trucks:	8					

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	49.8	58.6	56.8	50.7	59.4	60.0
Medium Trucks:	59.5	51.5	45.1	43.5	52.0	52.2
Heavy Trucks:	64.7	52.8	43.7	45.0	54.9	55.0
<b>Vehicle Noise:</b>	<b>67.2</b>	<b>60.5</b>	<b>57.4</b>	<b>52.7</b>	<b>61.2</b>	<b>61.7</b>

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	164
65 dBA	52
70 dBA	16
Mitigated	
60 dBA	
65 dBA	
70 dBA	



**Federal Highway Administration RD-77-108  
Traffic Noise Prediction Model (CALVENO)**

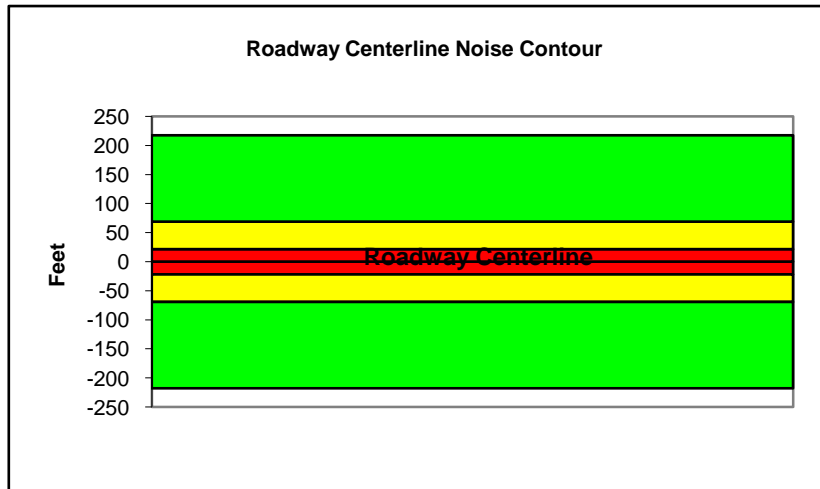
Project Name: New San Diego Central Courthouse      Scenario: Existing  
Analyst: Monica Kling      Job #: 25104231  
Roadway: A Street  
Road Segment: Front to First

PROJECT DATA			SITE DATA					
Centerline Dist to Barrier	0		Road Grade:	0				
Barrier (0=wall, 1= berm):	0		Average Daily Traffic:	12630				
Receiver Barrier Dist:	0		Peak Hour Traffic:	1263				
Centerline Dist. To Observer:	100		Vehicle Speed:	35				
Barrier Near Lane CL Dist:	0		Centerline Separation:	24				
Barrier Far lane CL Dist:	0		NOISE INPUTS					
Pad Elevation:	0.5		Site conditions <b>HARD SITE</b>					
Road Elevation:	0		FLEET MIX					
Observer Height (above grade):	0		Type	Day	Evening	Night	Daily	
Barrier Height:	0		Auto	0.775	0.129	0.096	0.9742	
Rt View: 90	Lft View: -90		Med. Truck	0.848	0.049	0.103	0.0184	
NOISE SOURCE ELEVATIONS (Feet)			Heavy Truck	0.865	0.027	0.108	0.0074	
Autos:	0							
Medium Trucks:	2.3							
Heavy Trucks:	8							

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	51.0	59.8	58.0	51.9	60.6	61.2
Medium Trucks:	60.7	52.7	46.3	44.7	53.2	53.4
Heavy Trucks:	66.0	54.0	45.0	46.2	56.1	56.2
<b>Vehicle Noise:</b>	<b>68.4</b>	<b>61.8</b>	<b>58.6</b>	<b>53.9</b>	<b>62.5</b>	<b>62.9</b>

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	218
65 dBA	69
70 dBA	22
Mitigated	
60 dBA	
65 dBA	
70 dBA	



**Federal Highway Administration RD-77-108  
Traffic Noise Prediction Model (CALVENO)**

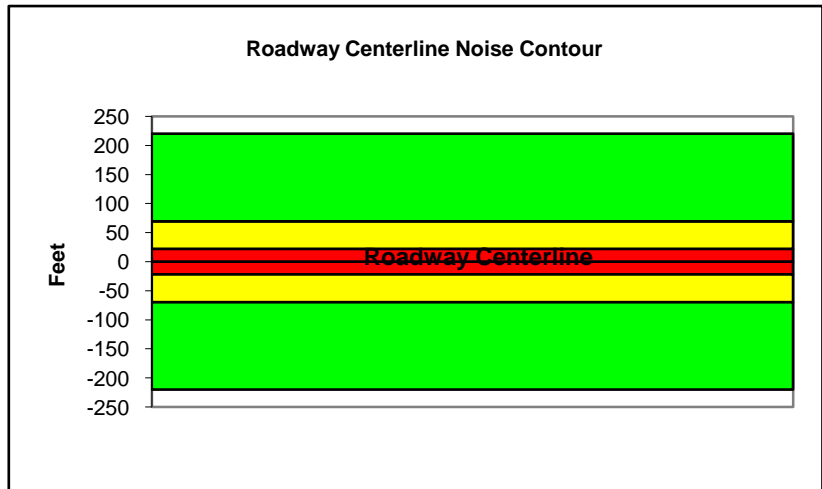
Project Name: New San Diego Central Courthouse      Scenario: Existing Plus Project  
Analyst: Monica Kling      Job #: 25104231  
Roadway: A Street  
Road Segment: Front to First

PROJECT DATA		SITE DATA				
Centerline Dist to Barrier	0	Road Grade:	0			
Barrier (0=wall, 1= berm):	0	Average Daily Traffic:	12758			
Receiver Barrier Dist:	0	Peak Hour Traffic:	1275.8			
Centerline Dist. To Observer:	100	Vehicle Speed:	35			
Barrier Near Lane CL Dist:	0	Centerline Separation:	24			
Barrier Far lane CL Dist:	0	NOISE INPUTS				
Pad Elevation:	0.5	Site conditions HARD SITE				
Road Elevation:	0	FLEET MIX				
Observer Height (above grade):	0	Type	Day	Evening	Night	Daily
Barrier Height:	0	Auto	0.775	0.129	0.096	0.9742
Rt View: 90	Lft View: -90	Med. Truck	0.848	0.049	0.103	0.0184
NOISE SOURCE ELEVATIONS (Feet)		Heavy Truck	0.865	0.027	0.108	0.0074
Autos:	0					
Medium Trucks:	2.3					
Heavy Trucks:	8					

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	51.1	59.9	58.1	52.0	60.6	61.2
Medium Trucks:	60.8	52.7	46.3	44.8	53.3	53.5
Heavy Trucks:	66.0	54.1	45.0	46.2	56.1	56.3
<b>Vehicle Noise:</b>	<b>68.4</b>	<b>61.8</b>	<b>58.6</b>	<b>53.9</b>	<b>62.5</b>	<b>63.0</b>

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	220
65 dBA	70
70 dBA	22
Mitigated	
60 dBA	
65 dBA	
70 dBA	





**Federal Highway Administration RD-77-108  
Traffic Noise Prediction Model (CALVENO)**

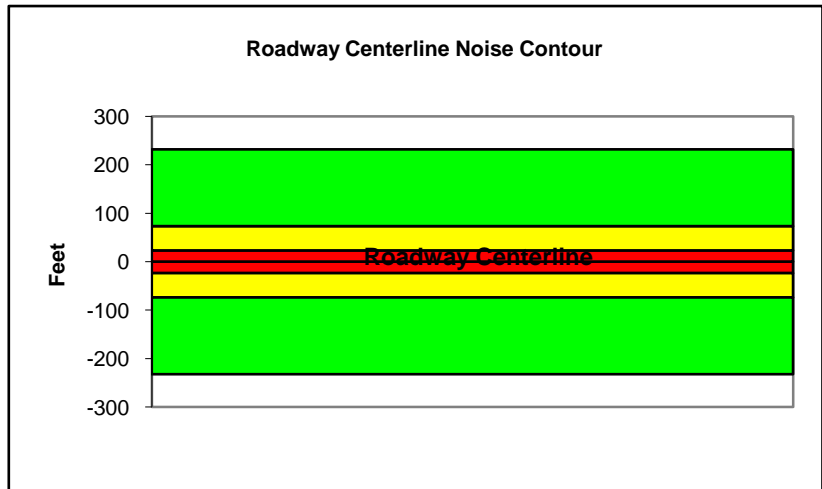
Project Name: New San Diego Central Courthouse      Scenario: Future  
Analyst: Monica Kling      Job #: 25104231  
Roadway: A Street  
Road Segment: Front to First

PROJECT DATA		SITE DATA				
Centerline Dist to Barrier	0	Road Grade:	0			
Barrier (0=wall, 1= berm):	0	Average Daily Traffic:	13454			
Receiver Barrier Dist:	0	Peak Hour Traffic:	1345.4			
Centerline Dist. To Observer:	100	Vehicle Speed:	35			
Barrier Near Lane CL Dist:	0	Centerline Separation:	24			
Barrier Far lane CL Dist:	0	NOISE INPUTS				
Pad Elevation:	0.5	Site conditions HARD SITE				
Road Elevation:	0	FLEET MIX				
Observer Height (above grade):	0	Type	Day	Evening	Night	Daily
Barrier Height:	0	Auto	0.775	0.129	0.096	0.9742
Rt View: 90	Lft View: -90	Med. Truck	0.848	0.049	0.103	0.0184
NOISE SOURCE ELEVATIONS (Feet)		Heavy Truck	0.865	0.027	0.108	0.0074
Autos:	0					
Medium Trucks:	2.3					
Heavy Trucks:	8					

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	51.3	60.1	58.3	52.2	60.9	61.5
Medium Trucks:	61.0	53.0	46.6	45.0	53.5	53.7
Heavy Trucks:	66.2	54.3	45.2	46.5	56.4	56.5
<b>Vehicle Noise:</b>	<b>68.7</b>	<b>62.0</b>	<b>58.9</b>	<b>54.2</b>	<b>62.7</b>	<b>63.2</b>

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	232
65 dBA	73
70 dBA	23
Mitigated	
60 dBA	
65 dBA	
70 dBA	



**Federal Highway Administration RD-77-108  
Traffic Noise Prediction Model (CALVENO)**

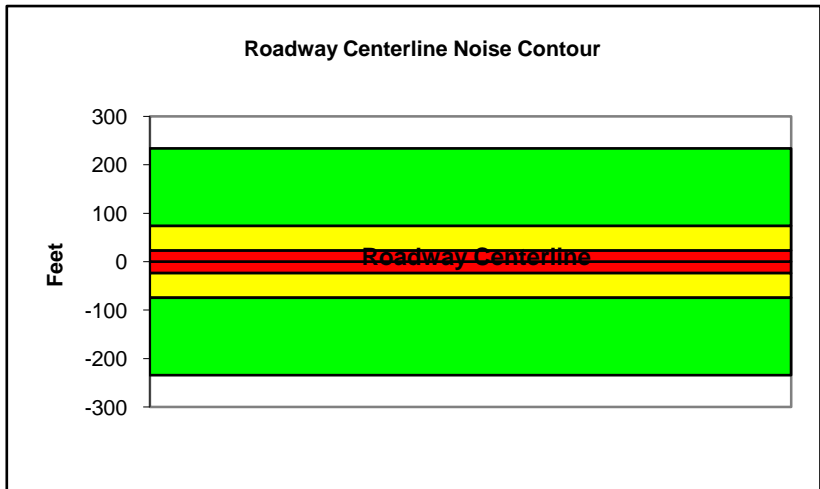
Project Name: New San Diego Central Courthouse      Scenario: Future Plus Project  
Analyst: Monica Kling      Job #: 25104231  
Roadway: A Street  
Road Segment: Front to First

PROJECT DATA		SITE DATA				
Centerline Dist to Barrier	0	Road Grade:	0			
Barrier (0=wall, 1= berm):	0	Average Daily Traffic:	13582			
Receiver Barrier Dist:	0	Peak Hour Traffic:	1358.2			
Centerline Dist. To Observer:	100	Vehicle Speed:	35			
Barrier Near Lane CL Dist:	0	Centerline Separation:	24			
Barrier Far lane CL Dist:	0	NOISE INPUTS				
Pad Elevation:	0.5	Site conditions HARD SITE				
Road Elevation:	0	FLEET MIX				
Observer Height (above grade):	0	Type	Day	Evening	Night	Daily
Barrier Height:	0	Auto	0.775	0.129	0.096	0.9742
Rt View: 90	Lft View: -90	Med. Truck	0.848	0.049	0.103	0.0184
NOISE SOURCE ELEVATIONS (Feet)		Heavy Truck	0.865	0.027	0.108	0.0074
Autos:	0					
Medium Trucks:	2.3					
Heavy Trucks:	8					

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	51.3	60.1	58.3	52.3	60.9	61.5
Medium Trucks:	61.1	53.0	46.6	45.0	53.5	53.8
Heavy Trucks:	66.3	54.3	45.3	46.5	56.4	56.5
<b>Vehicle Noise:</b>	<b>68.7</b>	<b>62.1</b>	<b>58.9</b>	<b>54.2</b>	<b>62.8</b>	<b>63.2</b>

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	234
65 dBA	74
70 dBA	23
Mitigated	
60 dBA	
65 dBA	
70 dBA	



**Federal Highway Administration RD-77-108  
Traffic Noise Prediction Model (CALVENO)**

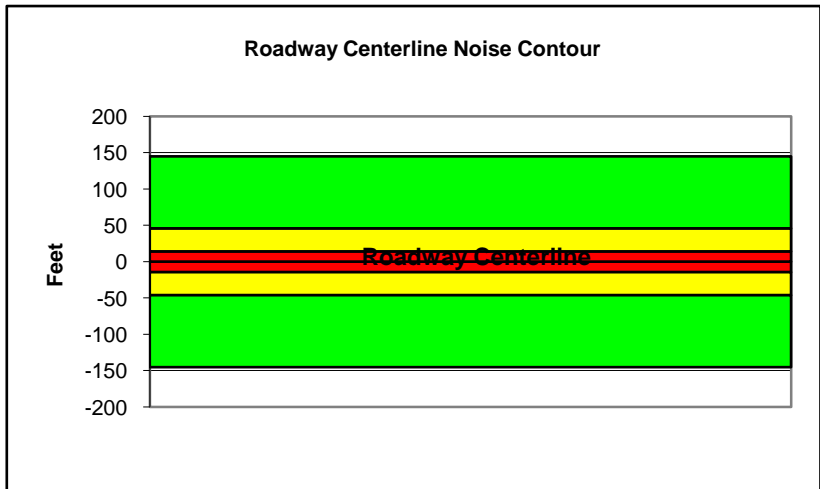
Project Name:	New San Diego Central Courthouse	Scenario:	Existing
Analyst:	Monica Kling	Job #:	25104231
Roadway:	A Street		
Road Segment:	State to Union		

PROJECT DATA			SITE DATA					
Centerline Dist to Barrier	0		Road Grade:	0				
Barrier (0=wall, 1= berm):	0		Average Daily Traffic:	8422				
Receiver Barrier Dist:	0		Peak Hour Traffic:	842.2				
Centerline Dist. To Observer:	100		Vehicle Speed:	35				
Barrier Near Lane CL Dist:	0		Centerline Separation:	24				
Barrier Far lane CL Dist:	0		NOISE INPUTS					
Pad Elevation:	0.5		Site conditions HARD SITE					
Road Elevation:	0		FLEET MIX					
Observer Height (above grade):	0		Type	Day	Evening	Night	Daily	
Barrier Height:	0		Auto	0.775	0.129	0.096	0.9742	
Rt View: 90	Lft View: -90		Med. Truck	0.848	0.049	0.103	0.0184	
NOISE SOURCE ELEVATIONS (Feet)			Heavy Truck	0.865	0.027	0.108	0.0074	
Autos:	0							
Medium Trucks:	2.3							
Heavy Trucks:	8							

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	49.3	58.1	56.3	50.2	58.8	59.4
Medium Trucks:	59.0	50.9	44.5	43.0	51.5	51.7
Heavy Trucks:	64.2	52.3	43.2	44.4	54.3	54.5
<b>Vehicle Noise:</b>	<b>66.6</b>	<b>60.0</b>	<b>56.8</b>	<b>52.1</b>	<b>60.7</b>	<b>61.2</b>

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	145
65 dBA	46
70 dBA	15
Mitigated	
60 dBA	
65 dBA	
70 dBA	



**Federal Highway Administration RD-77-108  
Traffic Noise Prediction Model (CALVENO)**

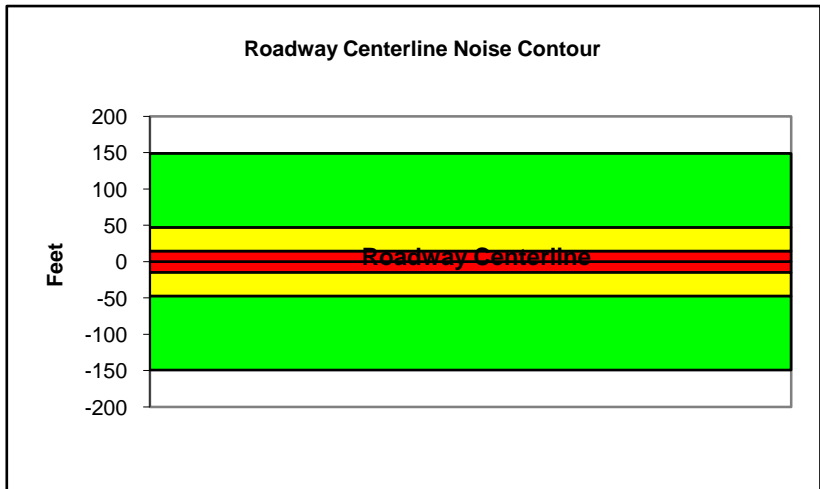
Project Name: New San Diego Central Courthouse      Scenario: Existing Plus Project  
Analyst: Monica Kling      Job #: 25104231  
Roadway: A Street  
Road Segment: State to Union

PROJECT DATA		SITE DATA				
Centerline Dist to Barrier	0	Road Grade:	0			
Barrier (0=wall, 1= berm):	0	Average Daily Traffic:	8644			
Receiver Barrier Dist:	0	Peak Hour Traffic:	864.4			
Centerline Dist. To Observer:	100	Vehicle Speed:	35			
Barrier Near Lane CL Dist:	0	Centerline Separation:	24			
Barrier Far lane CL Dist:	0	NOISE INPUTS				
Pad Elevation:	0.5	Site conditions HARD SITE				
Road Elevation:	0	FLEET MIX				
Observer Height (above grade):	0	Type	Day	Evening	Night	Daily
Barrier Height:	0	Auto	0.775	0.129	0.096	0.9742
Rt View: 90	Lft View: -90	Med. Truck	0.848	0.049	0.103	0.0184
NOISE SOURCE ELEVATIONS (Feet)		Heavy Truck	0.865	0.027	0.108	0.0074
Autos:	0					
Medium Trucks:	2.3					
Heavy Trucks:	8					

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	49.4	58.2	56.4	50.3	58.9	59.5
Medium Trucks:	59.1	51.0	44.7	43.1	51.6	51.8
Heavy Trucks:	64.3	52.4	43.3	44.5	54.5	54.6
<b>Vehicle Noise:</b>	<b>66.8</b>	<b>60.1</b>	<b>56.9</b>	<b>52.2</b>	<b>60.8</b>	<b>61.3</b>

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	149
65 dBA	47
70 dBA	15
Mitigated	
60 dBA	
65 dBA	
70 dBA	



**Federal Highway Administration RD-77-108  
Traffic Noise Prediction Model (CALVENO)**

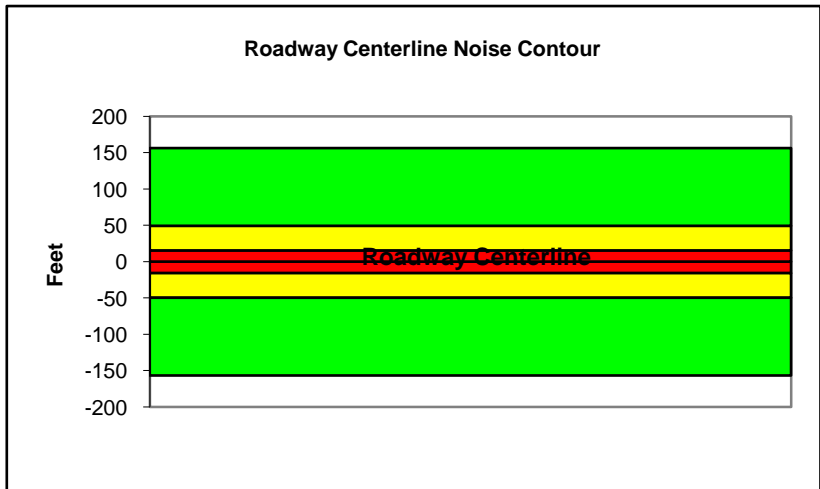
Project Name:	New San Diego Central Courthouse	Scenario:	Future
Analyst:	Monica Kling	Job #:	25104231
Roadway:	A Street		
Road Segment:	State to Union		

PROJECT DATA		SITE DATA				
Centerline Dist to Barrier	0	Road Grade:	0			
Barrier (0=wall, 1= berm):	0	Average Daily Traffic:	9076			
Receiver Barrier Dist:	0	Peak Hour Traffic:	907.6			
Centerline Dist. To Observer:	100	Vehicle Speed:	35			
Barrier Near Lane CL Dist:	0	Centerline Separation:	24			
Barrier Far lane CL Dist:	0	NOISE INPUTS				
Pad Elevation:	0.5	Site conditions HARD SITE				
Road Elevation:	0	FLEET MIX				
Observer Height (above grade):	0	Type	Day	Evening	Night	Daily
Barrier Height:	0	Auto	0.775	0.129	0.096	0.9742
Rt View: 90	Lft View: -90	Med. Truck	0.848	0.049	0.103	0.0184
NOISE SOURCE ELEVATIONS (Feet)		Heavy Truck	0.865	0.027	0.108	0.0074
Autos:	0					
Medium Trucks:	2.3					
Heavy Trucks:	8					

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	49.6	58.4	56.6	50.5	59.2	59.8
Medium Trucks:	59.3	51.2	44.9	43.3	51.8	52.0
Heavy Trucks:	64.5	52.6	43.5	44.8	54.7	54.8
<b>Vehicle Noise:</b>	<b>67.0</b>	<b>60.3</b>	<b>57.1</b>	<b>52.5</b>	<b>61.0</b>	<b>61.5</b>

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	157
65 dBA	50
70 dBA	16
Mitigated	
60 dBA	
65 dBA	
70 dBA	



**Federal Highway Administration RD-77-108  
Traffic Noise Prediction Model (CALVENO)**

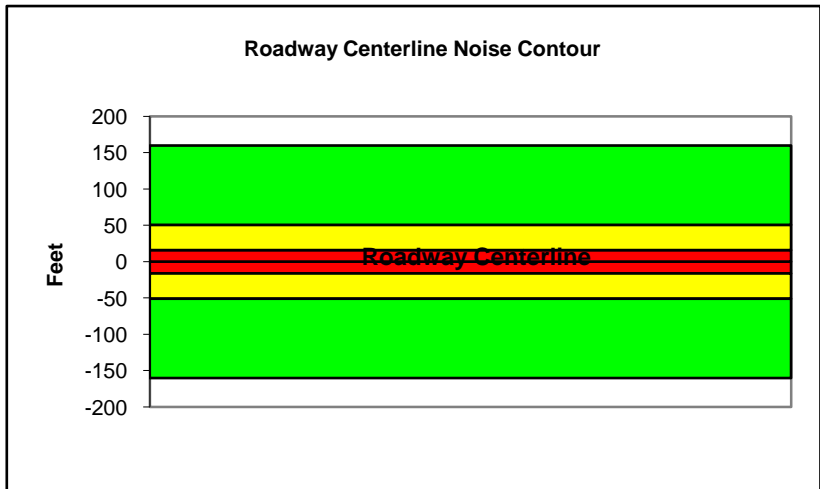
Project Name: New San Diego Central Courthouse      Scenario: Future Plus Project  
Analyst: Monica Kling      Job #: 25104231  
Roadway: A Street  
Road Segment: State to Union

PROJECT DATA		SITE DATA				
Centerline Dist to Barrier	0	Road Grade:	0			
Barrier (0=wall, 1= berm):	0	Average Daily Traffic:	9298			
Receiver Barrier Dist:	0	Peak Hour Traffic:	929.8			
Centerline Dist. To Observer:	100	Vehicle Speed:	35			
Barrier Near Lane CL Dist:	0	Centerline Separation:	24			
Barrier Far lane CL Dist:	0	NOISE INPUTS				
Pad Elevation:	0.5	Site conditions HARD SITE				
Road Elevation:	0	FLEET MIX				
Observer Height (above grade):	0	Type	Day	Evening	Night	Daily
Barrier Height:	0	Auto	0.775	0.129	0.096	0.9742
Rt View: 90	Lft View: -90	Med. Truck	0.848	0.049	0.103	0.0184
NOISE SOURCE ELEVATIONS (Feet)		Heavy Truck	0.865	0.027	0.108	0.0074
Autos:	0					
Medium Trucks:	2.3					
Heavy Trucks:	8					

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	49.7	58.5	56.7	50.6	59.3	59.9
Medium Trucks:	59.4	51.4	45.0	43.4	51.9	52.1
Heavy Trucks:	64.6	52.7	43.6	44.9	54.8	54.9
<b>Vehicle Noise:</b>	<b>67.1</b>	<b>60.4</b>	<b>57.3</b>	<b>52.6</b>	<b>61.1</b>	<b>61.6</b>

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	160
65 dBA	51
70 dBA	16
Mitigated	
60 dBA	
65 dBA	
70 dBA	



**Federal Highway Administration RD-77-108  
Traffic Noise Prediction Model (CALVENO)**

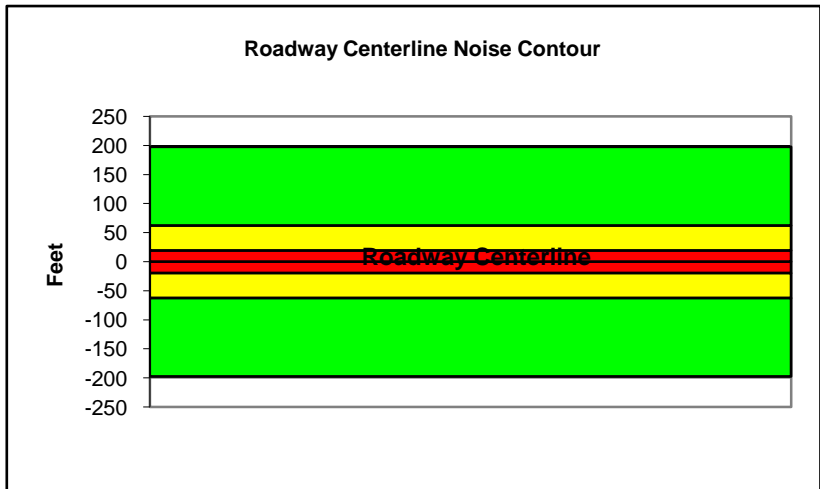
Project Name: New San Diego Central Courthouse      Scenario: Existing  
Analyst: Monica Kling      Job #: 25104231  
Roadway: A Street  
Road Segment: Union to Front

PROJECT DATA			SITE DATA					
Centerline Dist to Barrier	0		Road Grade:	0				
Barrier (0=wall, 1= berm):	0		Average Daily Traffic:	11462				
Receiver Barrier Dist:	0		Peak Hour Traffic:	1146.2				
Centerline Dist. To Observer:	100		Vehicle Speed:	35				
Barrier Near Lane CL Dist:	0		Centerline Separation:	24				
Barrier Far lane CL Dist:	0		NOISE INPUTS					
Pad Elevation:	0.5		Site conditions <b>HARD SITE</b>					
Road Elevation:	0		FLEET MIX					
Observer Height (above grade):	0		Type	Day	Evening	Night	Daily	
Barrier Height:	0		Auto	0.775	0.129	0.096	0.9742	
Rt View: 90	Lft View: -90		Med. Truck	0.848	0.049	0.103	0.0184	
NOISE SOURCE ELEVATIONS (Feet)			Heavy Truck	0.865	0.027	0.108	0.0074	
Autos:	0							
Medium Trucks:	2.3							
Heavy Trucks:	8							

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	50.6	59.4	57.6	51.5	60.2	60.8
Medium Trucks:	60.3	52.3	45.9	44.3	52.8	53.0
Heavy Trucks:	65.5	53.6	44.6	45.8	55.7	55.8
Vehicle Noise:	68.0	61.3	58.2	53.5	62.0	62.5

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	198
65 dBA	62
70 dBA	20
Mitigated	
60 dBA	
65 dBA	
70 dBA	



**Federal Highway Administration RD-77-108  
Traffic Noise Prediction Model (CALVENO)**

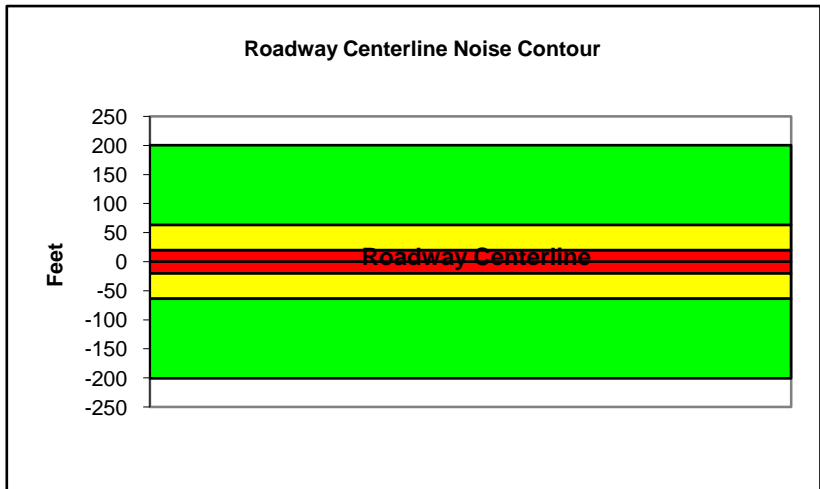
Project Name: New San Diego Central Courthouse      Scenario: Existing Plus Project  
Analyst: Monica Kling      Job #: 25104231  
Roadway: A Street  
Road Segment: Union to Front

PROJECT DATA		SITE DATA				
Centerline Dist to Barrier	0	Road Grade:	0			
Barrier (0=wall, 1= berm):	0	Average Daily Traffic:	11658			
Receiver Barrier Dist:	0	Peak Hour Traffic:	1165.8			
Centerline Dist. To Observer:	100	Vehicle Speed:	35			
Barrier Near Lane CL Dist:	0	Centerline Separation:	24			
Barrier Far lane CL Dist:	0	NOISE INPUTS				
Pad Elevation:	0.5	Site conditions <b>HARD SITE</b>				
Road Elevation:	0	FLEET MIX				
Observer Height (above grade):	0	Type	Day	Evening	Night	Daily
Barrier Height:	0	Auto	0.775	0.129	0.096	0.9742
Rt View: 90	Lft View: -90	Med. Truck	0.848	0.049	0.103	0.0184
NOISE SOURCE ELEVATIONS (Feet)		Heavy Truck	0.865	0.027	0.108	0.0074
Autos:	0					
Medium Trucks:	2.3					
Heavy Trucks:	8					

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	50.7	59.5	57.7	51.6	60.2	60.8
Medium Trucks:	60.4	52.3	46.0	44.4	52.9	53.1
Heavy Trucks:	65.6	53.7	44.6	45.8	55.8	55.9
<b>Vehicle Noise:</b>	<b>68.1</b>	<b>61.4</b>	<b>58.2</b>	<b>53.5</b>	<b>62.1</b>	<b>62.6</b>

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	201
65 dBA	63
70 dBA	20
Mitigated	
60 dBA	
65 dBA	
70 dBA	





**Federal Highway Administration RD-77-108  
Traffic Noise Prediction Model (CALVENO)**

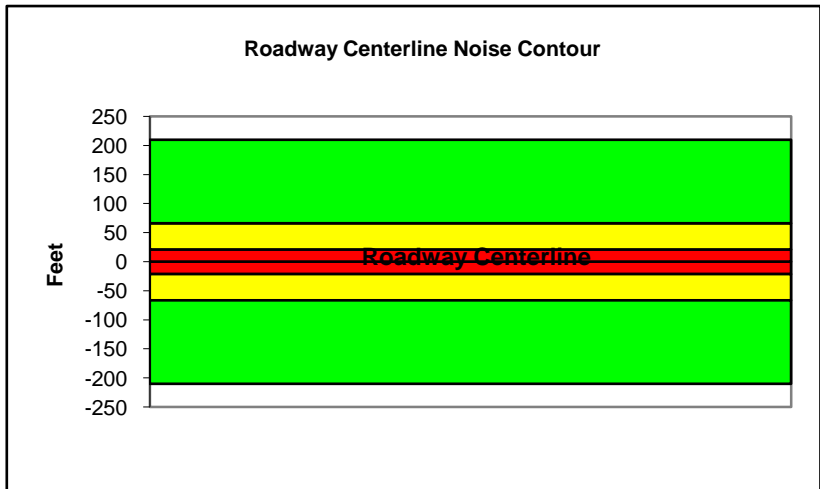
Project Name: New San Diego Central Courthouse      Scenario: Future  
Analyst: Monica Kling      Job #: 25104231  
Roadway: A Street  
Road Segment: Union to Front

PROJECT DATA			SITE DATA					
Centerline Dist to Barrier	0		Road Grade:	0				
Barrier (0=wall, 1= berm):	0		Average Daily Traffic:	12157				
Receiver Barrier Dist:	0		Peak Hour Traffic:	1215.7				
Centerline Dist. To Observer:	100		Vehicle Speed:	35				
Barrier Near Lane CL Dist:	0		Centerline Separation:	24				
Barrier Far lane CL Dist:	0		NOISE INPUTS					
Pad Elevation:	0.5		Site conditions <b>HARD SITE</b>					
Road Elevation:	0		FLEET MIX					
Observer Height (above grade):	0		Type	Day	Evening	Night	Daily	
Barrier Height:	0		Auto	0.775	0.129	0.096	0.9742	
Rt View: 90	Lft View:	-90	Med. Truck	0.848	0.049	0.103	0.0184	
NOISE SOURCE ELEVATIONS (Feet)			Heavy Truck	0.865	0.027	0.108	0.0074	
Autos:	0							
Medium Trucks:	2.3							
Heavy Trucks:	8							

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	50.9	59.6	57.9	51.8	60.4	61.0
Medium Trucks:	60.6	52.5	46.1	44.6	53.0	53.3
Heavy Trucks:	65.8	53.9	44.8	46.0	55.9	56.1
<b>Vehicle Noise:</b>	<b>68.2</b>	<b>61.6</b>	<b>58.4</b>	<b>53.7</b>	<b>62.3</b>	<b>62.8</b>

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	210
65 dBA	66
70 dBA	21
Mitigated	
60 dBA	
65 dBA	
70 dBA	



**Federal Highway Administration RD-77-108  
Traffic Noise Prediction Model (CALVENO)**

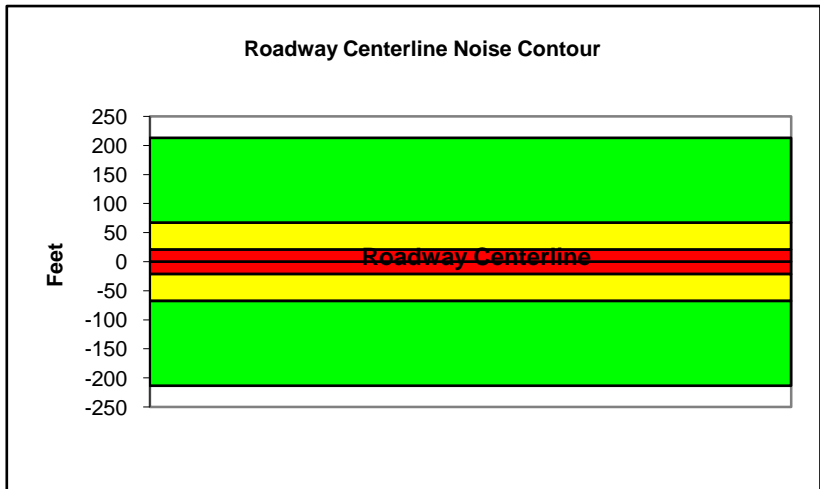
Project Name: New San Diego Central Courthouse      Scenario: Future Plus Project  
Analyst: Monica Kling      Job #: 25104231  
Roadway: A Street  
Road Segment: Union to Front

PROJECT DATA		SITE DATA				
Centerline Dist to Barrier	0	Road Grade:	0			
Barrier (0=wall, 1= berm):	0	Average Daily Traffic:	12354			
Receiver Barrier Dist:	0	Peak Hour Traffic:	1235.4			
Centerline Dist. To Observer:	100	Vehicle Speed:	35			
Barrier Near Lane CL Dist:	0	Centerline Separation:	24			
Barrier Far lane CL Dist:	0	NOISE INPUTS				
Pad Elevation:	0.5	Site conditions HARD SITE				
Road Elevation:	0	FLEET MIX				
Observer Height (above grade):	0	Type	Day	Evening	Night	Daily
Barrier Height:	0	Auto	0.775	0.129	0.096	0.9742
Rt View: 90	Lft View: -90	Med. Truck	0.848	0.049	0.103	0.0184
NOISE SOURCE ELEVATIONS (Feet)		Heavy Truck	0.865	0.027	0.108	0.0074
Autos:	0					
Medium Trucks:	2.3					
Heavy Trucks:	8					

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	50.9	59.7	57.9	51.8	60.5	61.1
Medium Trucks:	60.7	52.6	46.2	44.6	53.1	53.4
Heavy Trucks:	65.9	53.9	44.9	46.1	56.0	56.1
<b>Vehicle Noise:</b>	<b>68.3</b>	<b>61.7</b>	<b>58.5</b>	<b>53.8</b>	<b>62.4</b>	<b>62.8</b>

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	213
65 dBA	67
70 dBA	21
Mitigated	
60 dBA	
65 dBA	
70 dBA	



# *ASH STREET*

## *TRAFFIC NOISE MODELING*

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**Federal Highway Administration RD-77-108  
Traffic Noise Prediction Model (CALVENO)**

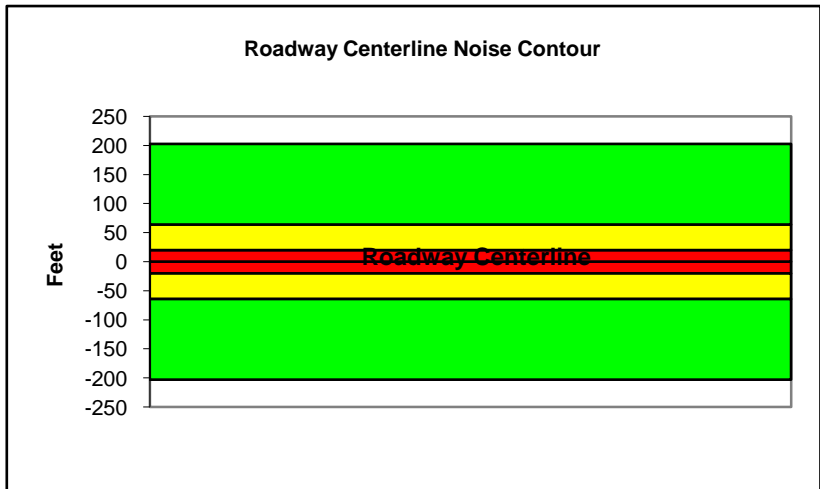
Project Name: New San Diego Central Courthouse      Scenario: Existing Plus Project  
Analyst: Monica Kling      Job #: 25104231  
Roadway: Ash Street  
Road Segment: Columbia Street to State St

PROJECT DATA			SITE DATA					
Centerline Dist to Barrier	0		Road Grade:	0				
Barrier (0=wall, 1= berm):	0		Average Daily Traffic:	11746				
Receiver Barrier Dist:	0		Peak Hour Traffic:	1174.6				
Centerline Dist. To Observer:	100		Vehicle Speed:	35				
Barrier Near Lane CL Dist:	0		Centerline Separation:	24				
Barrier Far lane CL Dist:	0		NOISE INPUTS					
Pad Elevation:	0.5		Site conditions HARD SITE					
Road Elevation:	0		FLEET MIX					
Observer Height (above grade):	0		Type	Day	Evening	Night	Daily	
Barrier Height:	0		Auto	0.775	0.129	0.096	0.9742	
Rt View: 90	Lft View: -90		Med. Truck	0.848	0.049	0.103	0.0184	
NOISE SOURCE ELEVATIONS (Feet)			Heavy Truck	0.865	0.027	0.108	0.0074	
Autos:	0							
Medium Trucks:	2.3							
Heavy Trucks:	8							

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	50.7	59.5	57.7	51.6	60.3	60.9
Medium Trucks:	60.4	52.4	46.0	44.4	52.9	53.1
Heavy Trucks:	65.7	53.7	44.7	45.9	55.8	55.9
<b>Vehicle Noise:</b>	<b>68.1</b>	<b>61.5</b>	<b>58.3</b>	<b>53.6</b>	<b>62.1</b>	<b>62.6</b>

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	203
65 dBA	64
70 dBA	20
Mitigated	
60 dBA	
65 dBA	
70 dBA	



**Federal Highway Administration RD-77-108  
Traffic Noise Prediction Model (CALVENO)**

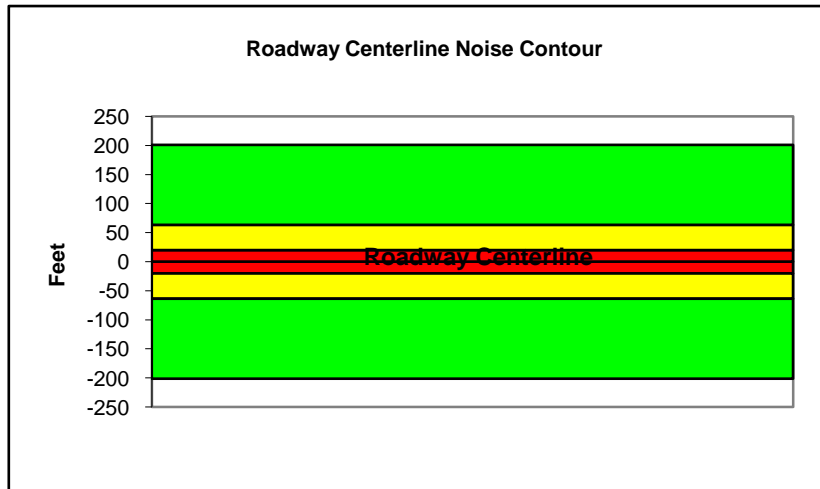
Project Name: New San Diego Central Courthouse      Scenario: Existing  
Analyst: Monica Kling      Job #: 25104231  
Roadway: Ash Street  
Road Segment: Columbia Street to State St

PROJECT DATA		SITE DATA				
Centerline Dist to Barrier	0	Road Grade:	0			
Barrier (0=wall, 1= berm):	0	Average Daily Traffic:	11660			
Receiver Barrier Dist:	0	Peak Hour Traffic:	1166			
Centerline Dist. To Observer:	100	Vehicle Speed:	35			
Barrier Near Lane CL Dist:	0	Centerline Separation:	24			
Barrier Far lane CL Dist:	0	NOISE INPUTS				
Pad Elevation:	0.5	Site conditions HARD SITE				
Road Elevation:	0	FLEET MIX				
Observer Height (above grade):	0	Type	Day	Evening	Night	Daily
Barrier Height:	0	Auto	0.775	0.129	0.096	0.9742
Rt View: 90	Lft View: -90	Med. Truck	0.848	0.049	0.103	0.0184
NOISE SOURCE ELEVATIONS (Feet)		Heavy Truck	0.865	0.027	0.108	0.0074
Autos:	0					
Medium Trucks:	2.3					
Heavy Trucks:	8					

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	50.7	59.5	57.7	51.6	60.2	60.8
Medium Trucks:	60.4	52.3	46.0	44.4	52.9	53.1
Heavy Trucks:	65.6	53.7	44.6	45.8	55.8	55.9
<b>Vehicle Noise:</b>	<b>68.1</b>	<b>61.4</b>	<b>58.2</b>	<b>53.5</b>	<b>62.1</b>	<b>62.6</b>

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	201
65 dBA	64
70 dBA	20
Mitigated	
60 dBA	
65 dBA	
70 dBA	



**Federal Highway Administration RD-77-108  
Traffic Noise Prediction Model (CALVENO)**

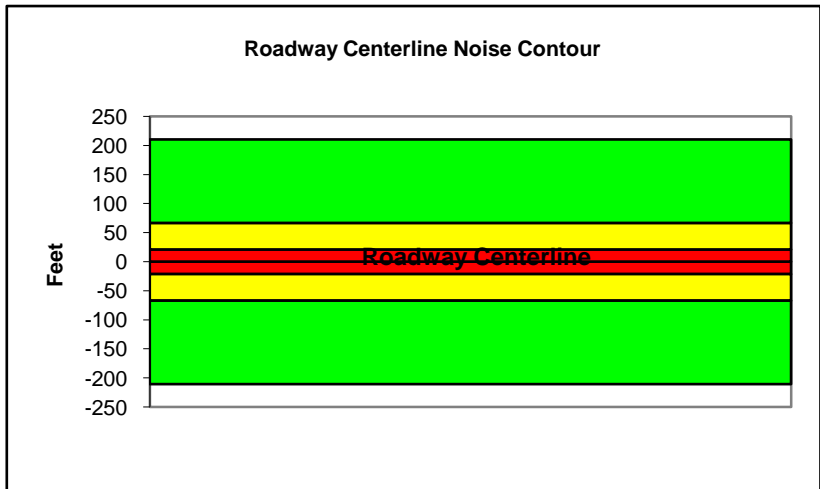
Project Name: New San Diego Central Courthouse      Scenario: Future  
Analyst: Monica Kling      Job #: 25104231  
Roadway: Ash Street  
Road Segment: Columbia Street to State St

PROJECT DATA		SITE DATA				
Centerline Dist to Barrier	0	Road Grade:	0			
Barrier (0=wall, 1= berm):	0	Average Daily Traffic:	12218			
Receiver Barrier Dist:	0	Peak Hour Traffic:	1221.8			
Centerline Dist. To Observer:	100	Vehicle Speed:	35			
Barrier Near Lane CL Dist:	0	Centerline Separation:	24			
Barrier Far lane CL Dist:	0	NOISE INPUTS				
Pad Elevation:	0.5	Site conditions <b>HARD SITE</b>				
Road Elevation:	0	FLEET MIX				
Observer Height (above grade):	0	Type	Day	Evening	Night	Daily
Barrier Height:	0	Auto	0.775	0.129	0.096	0.9742
Rt View: 90	Lft View: -90	Med. Truck	0.848	0.049	0.103	0.0184
NOISE SOURCE ELEVATIONS (Feet)		Heavy Truck	0.865	0.027	0.108	0.0074
Autos:	0					
Medium Trucks:	2.3					
Heavy Trucks:	8					

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	50.9	59.7	57.9	51.8	60.4	61.1
Medium Trucks:	60.6	52.5	46.2	44.6	53.1	53.3
Heavy Trucks:	65.8	53.9	44.8	46.1	56.0	56.1
<b>Vehicle Noise:</b>	<b>68.3</b>	<b>61.6</b>	<b>58.4</b>	<b>53.8</b>	<b>62.3</b>	<b>62.8</b>

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	211
65 dBA	67
70 dBA	21
Mitigated	
60 dBA	
65 dBA	
70 dBA	



**Federal Highway Administration RD-77-108  
Traffic Noise Prediction Model (CALVENO)**

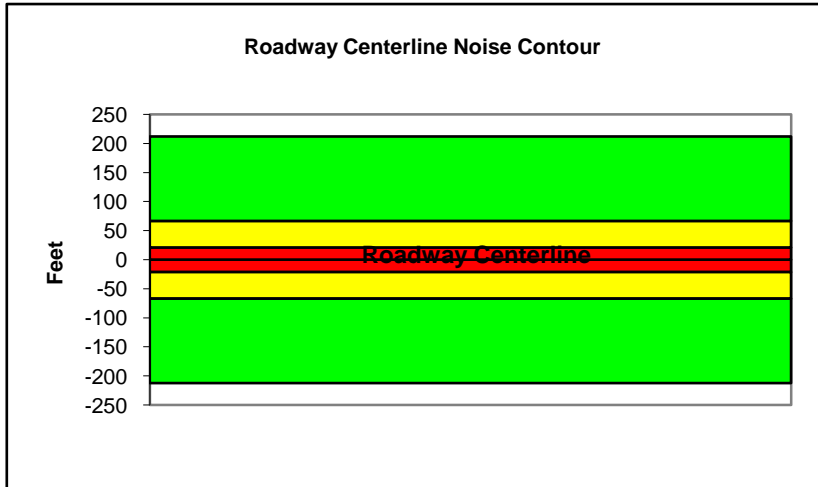
Project Name: New San Diego Central Courthouse      Scenario: Future Plus Project  
Analyst: Monica Kling      Job #: 25104231  
Roadway: Ash Street  
Road Segment: Columbia Street to State St

PROJECT DATA			SITE DATA					
Centerline Dist to Barrier	0		Road Grade:	0				
Barrier (0=wall, 1= berm):	0		Average Daily Traffic:	12304				
Receiver Barrier Dist:	0		Peak Hour Traffic:	1230.4				
Centerline Dist. To Observer:	100		Vehicle Speed:	35				
Barrier Near Lane CL Dist:	0		Centerline Separation:	24				
Barrier Far lane CL Dist:	0		NOISE INPUTS					
Pad Elevation:	0.5		Site conditions HARD SITE					
Road Elevation:	0		FLEET MIX					
Observer Height (above grade):	0		Type	Day	Evening	Night	Daily	
Barrier Height:	0		Auto	0.775	0.129	0.096	0.9742	
Rt View: 90	Lft View:	-90	Med. Truck	0.848	0.049	0.103	0.0184	
NOISE SOURCE ELEVATIONS (Feet)			Heavy Truck	0.865	0.027	0.108	0.0074	
Autos:	0							
Medium Trucks:	2.3							
Heavy Trucks:	8							

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	50.9	59.7	57.9	51.8	60.5	61.1
Medium Trucks:	60.6	52.6	46.2	44.6	53.1	53.3
Heavy Trucks:	65.9	53.9	44.9	46.1	56.0	56.1
<b>Vehicle Noise:</b>	<b>68.3</b>	<b>61.7</b>	<b>58.5</b>	<b>53.8</b>	<b>62.3</b>	<b>62.8</b>

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	212
65 dBA	67
70 dBA	21
Mitigated	
60 dBA	
65 dBA	
70 dBA	





**Federal Highway Administration RD-77-108  
Traffic Noise Prediction Model (CALVENO)**

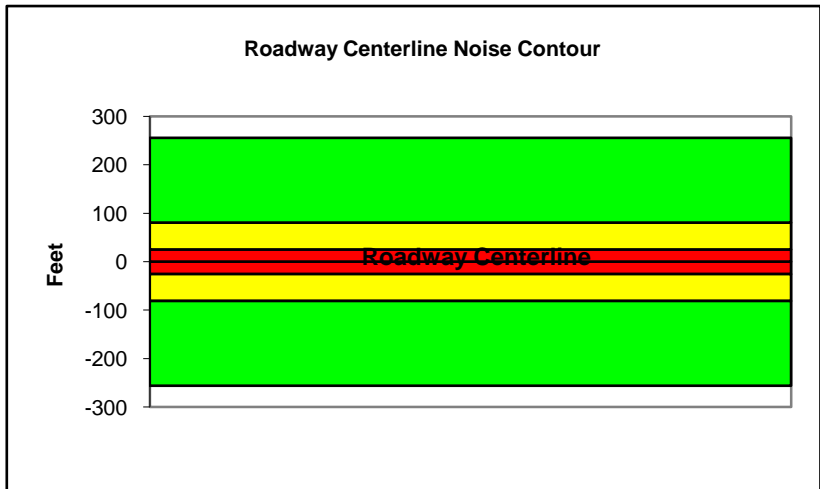
Project Name:	New San Diego Central Courthouse	Scenario:	Existing
Analyst:	Monica Kling	Job #:	25104231
Roadway:	Ash Street		
Road Segment:	Front to First		

PROJECT DATA			SITE DATA					
Centerline Dist to Barrier	0		Road Grade:	0				
Barrier (0=wall, 1= berm):	0		Average Daily Traffic:	14847				
Receiver Barrier Dist:	0		Peak Hour Traffic:	1484.7				
Centerline Dist. To Observer:	100		Vehicle Speed:	35				
Barrier Near Lane CL Dist:	0		Centerline Separation:	24				
Barrier Far lane CL Dist:	0		NOISE INPUTS					
Pad Elevation:	0.5		Site conditions HARD SITE					
Road Elevation:	0		FLEET MIX					
Observer Height (above grade):	0		Type	Day	Evening	Night	Daily	
Barrier Height:	0		Auto	0.775	0.129	0.096	0.9742	
Rt View: 90	Lft View: -90		Med. Truck	0.848	0.049	0.103	0.0184	
NOISE SOURCE ELEVATIONS (Feet)			Heavy Truck	0.865	0.027	0.108	0.0074	
Autos:	0							
Medium Trucks:	2.3							
Heavy Trucks:	8							

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	51.7	60.5	58.7	52.6	61.3	61.9
Medium Trucks:	61.5	53.4	47.0	45.4	53.9	54.1
Heavy Trucks:	66.7	54.7	45.7	46.9	56.8	56.9
Vehicle Noise:	69.1	62.5	59.3	54.6	63.2	63.6

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	256
65 dBA	81
70 dBA	26
Mitigated	
60 dBA	
65 dBA	
70 dBA	



**Federal Highway Administration RD-77-108  
Traffic Noise Prediction Model (CALVENO)**

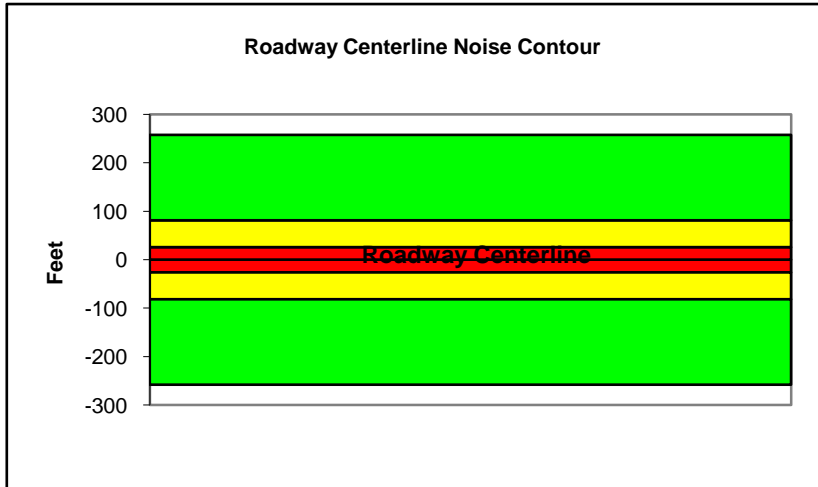
Project Name: New San Diego Central Courthouse      Scenario: Existing Plus Project  
Analyst: Monica Kling      Job #: 25104231  
Roadway: Ash Street  
Road Segment: Front Street to First Street

PROJECT DATA		SITE DATA				
Centerline Dist to Barrier	0	Road Grade:	0			
Barrier (0=wall, 1= berm):	0	Average Daily Traffic:	14975			
Receiver Barrier Dist:	0	Peak Hour Traffic:	1497.5			
Centerline Dist. To Observer:	100	Vehicle Speed:	35			
Barrier Near Lane CL Dist:	0	Centerline Separation:	24			
Barrier Far lane CL Dist:	0	NOISE INPUTS				
Pad Elevation:	0.5	Site conditions HARD SITE				
Road Elevation:	0	FLEET MIX				
Observer Height (above grade):	0	Type	Day	Evening	Night	Daily
Barrier Height:	0	Auto	0.775	0.129	0.096	0.9742
Rt View: 90	Lft View: -90	Med. Truck	0.848	0.049	0.103	0.0184
NOISE SOURCE ELEVATIONS (Feet)		Heavy Truck	0.865	0.027	0.108	0.0074
Autos:	0					
Medium Trucks:	2.3					
Heavy Trucks:	8					

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	51.8	60.6	58.8	52.7	61.3	61.9
Medium Trucks:	61.5	53.4	47.0	45.5	54.0	54.2
Heavy Trucks:	66.7	54.8	45.7	46.9	56.8	57.0
<b>Vehicle Noise:</b>	<b>69.1</b>	<b>62.5</b>	<b>59.3</b>	<b>54.6</b>	<b>63.2</b>	<b>63.7</b>

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	258
65 dBA	82
70 dBA	26
Mitigated	
60 dBA	
65 dBA	
70 dBA	



**Federal Highway Administration RD-77-108  
Traffic Noise Prediction Model (CALVENO)**

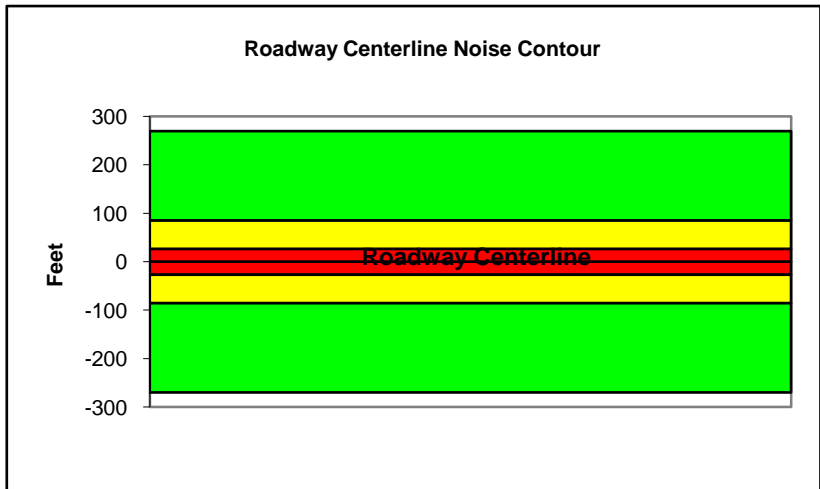
Project Name: New San Diego Central Courthouse      Scenario: Future  
Analyst: Monica Kling      Job #: 25104231  
Roadway: Ash Street  
Road Segment: Front to First

PROJECT DATA		SITE DATA				
Centerline Dist to Barrier	0	Road Grade:	0			
Barrier (0=wall, 1= berm):	0	Average Daily Traffic:	15651			
Receiver Barrier Dist:	0	Peak Hour Traffic:	1565.1			
Centerline Dist. To Observer:	100	Vehicle Speed:	35			
Barrier Near Lane CL Dist:	0	Centerline Separation:	24			
Barrier Far lane CL Dist:	0	NOISE INPUTS				
Pad Elevation:	0.5	Site conditions <b>HARD SITE</b>				
Road Elevation:	0	FLEET MIX				
Observer Height (above grade):	0	Type	Day	Evening	Night	Daily
Barrier Height:	0	Auto	0.775	0.129	0.096	0.9742
Rt View: 90	Lft View: -90	Med. Truck	0.848	0.049	0.103	0.0184
NOISE SOURCE ELEVATIONS (Feet)		Heavy Truck	0.865	0.027	0.108	0.0074
Autos:	0					
Medium Trucks:	2.3					
Heavy Trucks:	8					

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	52.0	60.7	59.0	52.9	61.5	62.1
Medium Trucks:	61.7	53.6	47.2	45.7	54.1	54.4
Heavy Trucks:	66.9	55.0	45.9	47.1	57.0	57.2
<b>Vehicle Noise:</b>	<b>69.3</b>	<b>62.7</b>	<b>59.5</b>	<b>54.8</b>	<b>63.4</b>	<b>63.8</b>

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	270
65 dBA	85
70 dBA	27
Mitigated	
60 dBA	
65 dBA	
70 dBA	



**Federal Highway Administration RD-77-108  
Traffic Noise Prediction Model (CALVENO)**

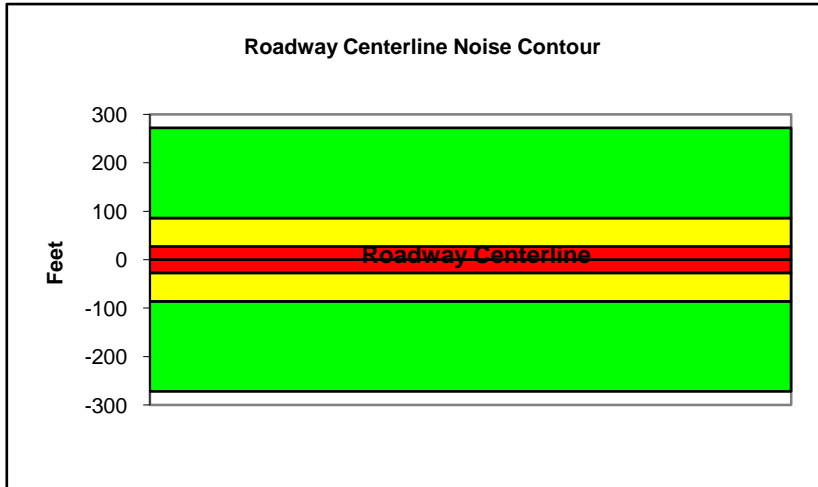
Project Name: New San Diego Central Courthouse      Scenario: Future Plus Project  
Analyst: Monica Kling      Job #: 25104231  
Roadway: Ash Street  
Road Segment: Front to First

PROJECT DATA			SITE DATA					
Centerline Dist to Barrier	0		Road Grade:	0				
Barrier (0=wall, 1= berm):	0		Average Daily Traffic:	15779				
Receiver Barrier Dist:	0		Peak Hour Traffic:	1577.9				
Centerline Dist. To Observer:	100		Vehicle Speed:	35				
Barrier Near Lane CL Dist:	0		Centerline Separation:	24				
Barrier Far lane CL Dist:	0		NOISE INPUTS					
Pad Elevation:	0.5		Site conditions <b>HARD SITE</b>					
Road Elevation:	0		FLEET MIX					
Observer Height (above grade):	0		Type	Day	Evening	Night	Daily	
Barrier Height:	0		Auto	0.775	0.129	0.096	0.9742	
Rt View: 90	Lft View:	-90	Med. Truck	0.848	0.049	0.103	0.0184	
NOISE SOURCE ELEVATIONS (Feet)			Heavy Truck	0.865	0.027	0.108	0.0074	
Autos:	0							
Medium Trucks:	2.3							
Heavy Trucks:	8							

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	52.0	60.8	59.0	52.9	61.6	62.2
Medium Trucks:	61.7	53.6	47.3	45.7	54.2	54.4
Heavy Trucks:	66.9	55.0	45.9	47.2	57.1	57.2
<b>Vehicle Noise:</b>	<b>69.4</b>	<b>62.7</b>	<b>59.6</b>	<b>54.9</b>	<b>63.4</b>	<b>63.9</b>

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	272
65 dBA	86
70 dBA	27
Mitigated	
60 dBA	
65 dBA	
70 dBA	



**Federal Highway Administration RD-77-108  
Traffic Noise Prediction Model (CALVENO)**

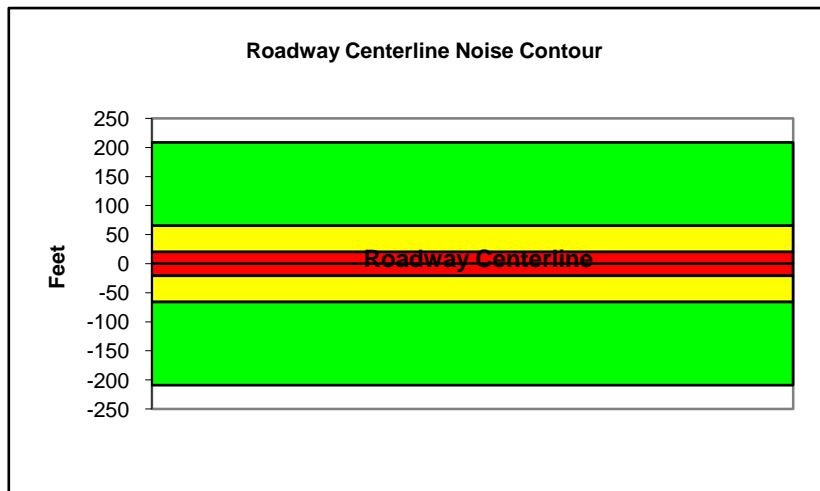
Project Name: New San Diego Central Courthouse      Scenario: Existing  
Analyst: Monica Kling      Job #: 25104231  
Roadway: Ash Street  
Road Segment: State Street to Union Street

PROJECT DATA			SITE DATA					
Centerline Dist to Barrier	0		Road Grade:	0				
Barrier (0=wall, 1= berm):	0		Average Daily Traffic:	12100				
Receiver Barrier Dist:	0		Peak Hour Traffic:	1210				
Centerline Dist. To Observer:	100		Vehicle Speed:	35				
Barrier Near Lane CL Dist:	0		Centerline Separation:	24				
Barrier Far lane CL Dist:	0		NOISE INPUTS					
Pad Elevation:	0.5		Site conditions <b>HARD SITE</b>					
Road Elevation:	0		FLEET MIX					
Observer Height (above grade):	0		Type	Day	Evening	Night	Daily	
Barrier Height:	0		Auto	0.775	0.129	0.096	0.9742	
Rt View: 90	Lft View: -90		Med. Truck	0.848	0.049	0.103	0.0184	
NOISE SOURCE ELEVATIONS (Feet)			Heavy Truck	0.865	0.027	0.108	0.0074	
Autos:	0							
Medium Trucks:	2.3							
Heavy Trucks:	8							

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	50.8	59.6	57.8	51.8	60.4	61.0
Medium Trucks:	60.6	52.5	46.1	44.5	53.0	53.3
Heavy Trucks:	65.8	53.8	44.8	46.0	55.9	56.0
<b>Vehicle Noise:</b>	<b>68.2</b>	<b>61.6</b>	<b>58.4</b>	<b>53.7</b>	<b>62.3</b>	<b>62.7</b>

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	209
65 dBA	66
70 dBA	21
Mitigated	
60 dBA	
65 dBA	
70 dBA	



**Federal Highway Administration RD-77-108  
Traffic Noise Prediction Model (CALVENO)**

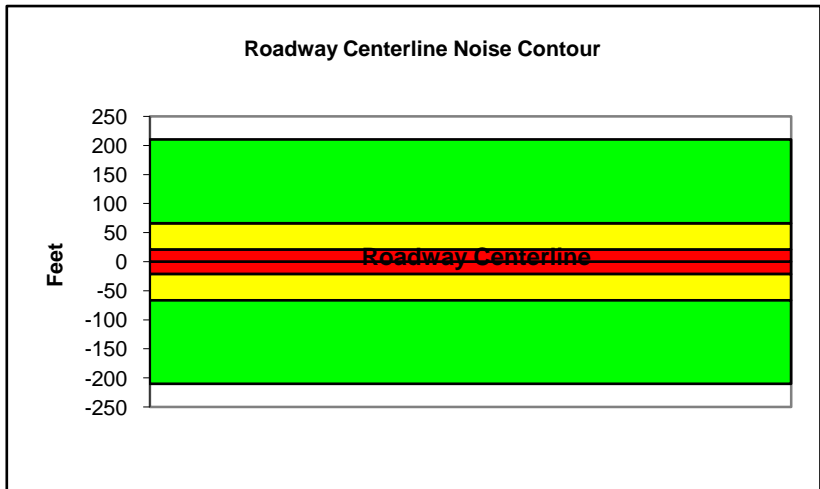
Project Name: New San Diego Central Courthouse      Scenario: Existing Plus Project  
Analyst: Monica Kling      Job #: 25104231  
Roadway: Ash Street  
Road Segment: State Street to Union Street

PROJECT DATA		SITE DATA				
Centerline Dist to Barrier	0	Road Grade:	0			
Barrier (0=wall, 1= berm):	0	Average Daily Traffic:	12186			
Receiver Barrier Dist:	0	Peak Hour Traffic:	1218.6			
Centerline Dist. To Observer:	100	Vehicle Speed:	35			
Barrier Near Lane CL Dist:	0	Centerline Separation:	24			
Barrier Far lane CL Dist:	0	NOISE INPUTS				
Pad Elevation:	0.5	Site conditions HARD SITE				
Road Elevation:	0	FLEET MIX				
Observer Height (above grade):	0	Type	Day	Evening	Night	Daily
Barrier Height:	0	Auto	0.775	0.129	0.096	0.9742
Rt View: 90	Lft View: -90	Med. Truck	0.848	0.049	0.103	0.0184
NOISE SOURCE ELEVATIONS (Feet)		Heavy Truck	0.865	0.027	0.108	0.0074
Autos:	0					
Medium Trucks:	2.3					
Heavy Trucks:	8					

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	50.9	59.7	57.9	51.8	60.4	61.0
Medium Trucks:	60.6	52.5	46.1	44.6	53.1	53.3
Heavy Trucks:	65.8	53.9	44.8	46.0	55.9	56.1
<b>Vehicle Noise:</b>	<b>68.2</b>	<b>61.6</b>	<b>58.4</b>	<b>53.7</b>	<b>62.3</b>	<b>62.8</b>

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	210
65 dBA	66
70 dBA	21
Mitigated	
60 dBA	
65 dBA	
70 dBA	



**Federal Highway Administration RD-77-108  
Traffic Noise Prediction Model (CALVENO)**

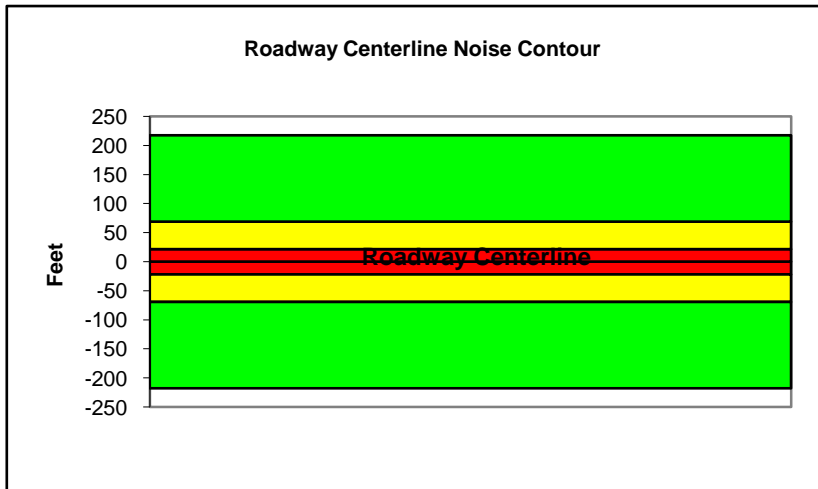
Project Name: New San Diego Central Courthouse      Scenario: Future  
Analyst: Monica Kling      Job #: 25104231  
Roadway: Ash Street  
Road Segment: State Street to Union Street

PROJECT DATA			SITE DATA					
Centerline Dist to Barrier	0		Road Grade:	0				
Barrier (0=wall, 1= berm):	0		Average Daily Traffic:	12631				
Receiver Barrier Dist:	0		Peak Hour Traffic:	1263.1				
Centerline Dist. To Observer:	100		Vehicle Speed:	35				
Barrier Near Lane CL Dist:	0		Centerline Separation:	24				
Barrier Far lane CL Dist:	0		NOISE INPUTS					
Pad Elevation:	0.5		Site conditions <b>HARD SITE</b>					
Road Elevation:	0		FLEET MIX					
Observer Height (above grade):	0		Type	Day	Evening	Night	Daily	
Barrier Height:	0		Auto	0.775	0.129	0.096	0.9742	
Rt View: 90	Lft View:	-90	Med. Truck	0.848	0.049	0.103	0.0184	
NOISE SOURCE ELEVATIONS (Feet)			Heavy Truck	0.865	0.027	0.108	0.0074	
Autos:	0							
Medium Trucks:	2.3							
Heavy Trucks:	8							

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	51.0	59.8	58.0	51.9	60.6	61.2
Medium Trucks:	60.7	52.7	46.3	44.7	53.2	53.4
Heavy Trucks:	66.0	54.0	45.0	46.2	56.1	56.2
<b>Vehicle Noise:</b>	<b>68.4</b>	<b>61.8</b>	<b>58.6</b>	<b>53.9</b>	<b>62.5</b>	<b>62.9</b>

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	218
65 dBA	69
70 dBA	22
Mitigated	
60 dBA	
65 dBA	
70 dBA	



**Federal Highway Administration RD-77-108  
Traffic Noise Prediction Model (CALVENO)**

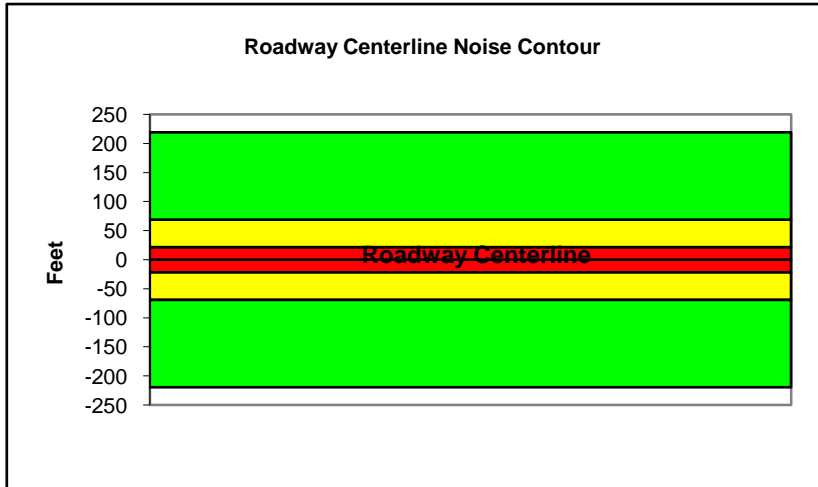
Project Name: New San Diego Central Courthouse      Scenario: Future Plus Project  
Analyst: Monica Kling      Job #: 25104231  
Roadway: Ash Street  
Road Segment: State Street to Union Street

PROJECT DATA			SITE DATA				
Centerline Dist to Barrier	0		Road Grade:	0			
Barrier (0=wall, 1= berm):	0		Average Daily Traffic:	12716			
Receiver Barrier Dist:	0		Peak Hour Traffic:	1271.6			
Centerline Dist. To Observer:	100		Vehicle Speed:	35			
Barrier Near Lane CL Dist:	0		Centerline Separation:	24			
Barrier Far lane CL Dist:	0		NOISE INPUTS				
Pad Elevation:	0.5		Site conditions <b>HARD SITE</b>				
Road Elevation:	0		FLEET MIX				
Observer Height (above grade):	0		Type	Day	Evening	Night	Daily
Barrier Height:	0		Auto	0.775	0.129	0.096	0.9742
Rt View: 90	Lft View:	-90	Med. Truck	0.848	0.049	0.103	0.0184
NOISE SOURCE ELEVATIONS (Feet)			Heavy Truck	0.865	0.027	0.108	0.0074
Autos:	0						
Medium Trucks:	2.3						
Heavy Trucks:	8						

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	51.1	59.8	58.1	52.0	60.6	61.2
Medium Trucks:	60.8	52.7	46.3	44.8	53.2	53.5
Heavy Trucks:	66.0	54.1	45.0	46.2	56.1	56.3
<b>Vehicle Noise:</b>	<b>68.4</b>	<b>61.8</b>	<b>58.6</b>	<b>53.9</b>	<b>62.5</b>	<b>62.9</b>

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	219
65 dBA	69
70 dBA	22
Mitigated	
60 dBA	
65 dBA	
70 dBA	





**Federal Highway Administration RD-77-108  
Traffic Noise Prediction Model (CALVENO)**

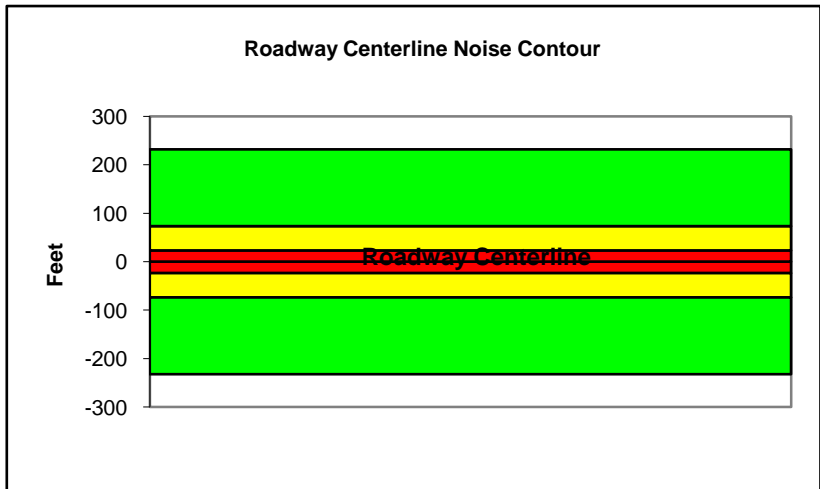
Project Name: New San Diego Central Courthouse      Scenario: Existing  
Analyst: Monica Kling      Job #: 25104231  
Roadway: Ash Street  
Road Segment: Union to Front

PROJECT DATA		SITE DATA				
Centerline Dist to Barrier	0	Road Grade:	0			
Barrier (0=wall, 1= berm):	0	Average Daily Traffic:	13474			
Receiver Barrier Dist:	0	Peak Hour Traffic:	1347.4			
Centerline Dist. To Observer:	100	Vehicle Speed:	35			
Barrier Near Lane CL Dist:	0	Centerline Separation:	24			
Barrier Far lane CL Dist:	0	NOISE INPUTS				
Pad Elevation:	0.5	Site conditions HARD SITE				
Road Elevation:	0	FLEET MIX				
Observer Height (above grade):	0	Type	Day	Evening	Night	Daily
Barrier Height:	0	Auto	0.775	0.129	0.096	0.9742
Rt View: 90	Lft View: -90	Med. Truck	0.848	0.049	0.103	0.0184
NOISE SOURCE ELEVATIONS (Feet)		Heavy Truck	0.865	0.027	0.108	0.0074
Autos:	0					
Medium Trucks:	2.3					
Heavy Trucks:	8					

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	51.3	60.1	58.3	52.2	60.9	61.5
Medium Trucks:	61.0	53.0	46.6	45.0	53.5	53.7
Heavy Trucks:	66.2	54.3	45.3	46.5	56.4	56.5
<b>Vehicle Noise:</b>	<b>68.7</b>	<b>62.0</b>	<b>58.9</b>	<b>54.2</b>	<b>62.7</b>	<b>63.2</b>

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	232
65 dBA	73
70 dBA	23
Mitigated	
60 dBA	
65 dBA	
70 dBA	



**Federal Highway Administration RD-77-108  
Traffic Noise Prediction Model (CALVENO)**

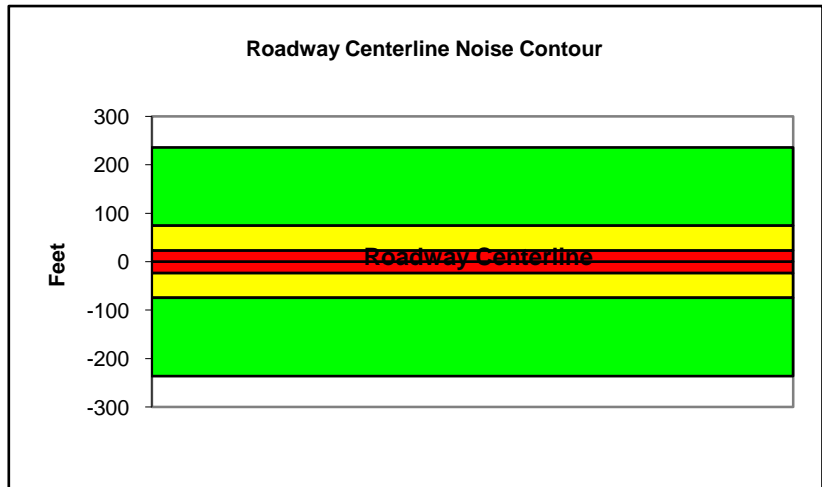
Project Name: New San Diego Central Courthouse      Scenario: Existing Plus Project  
Analyst: Monica Kling      Job #: 25104231  
Roadway: Ash Street  
Road Segment: Union Steet to Front Street

PROJECT DATA		SITE DATA				
Centerline Dist to Barrier	0	Road Grade:	0			
Barrier (0=wall, 1= berm):	0	Average Daily Traffic:	13670			
Receiver Barrier Dist:	0	Peak Hour Traffic:	1367			
Centerline Dist. To Observer:	100	Vehicle Speed:	35			
Barrier Near Lane CL Dist:	0	Centerline Separation:	24			
Barrier Far lane CL Dist:	0	NOISE INPUTS				
Pad Elevation:	0.5	Site conditions HARD SITE				
Road Elevation:	0	FLEET MIX				
Observer Height (above grade):	0	Type	Day	Evening	Night	Daily
Barrier Height:	0	Auto	0.775	0.129	0.096	0.9742
Rt View: 90	Lft View: -90	Med. Truck	0.848	0.049	0.103	0.0184
NOISE SOURCE ELEVATIONS (Feet)		Heavy Truck	0.865	0.027	0.108	0.0074
Autos:	0					
Medium Trucks:	2.3					
Heavy Trucks:	8					

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	51.4	60.2	58.4	52.3	60.9	61.5
Medium Trucks:	61.1	53.0	46.6	45.1	53.6	53.8
Heavy Trucks:	66.3	54.4	45.3	46.5	56.4	56.6
<b>Vehicle Noise:</b>	<b>68.7</b>	<b>62.1</b>	<b>58.9</b>	<b>54.2</b>	<b>62.8</b>	<b>63.3</b>

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	236
65 dBA	75
70 dBA	24
Mitigated	
60 dBA	
65 dBA	
70 dBA	



**Federal Highway Administration RD-77-108  
Traffic Noise Prediction Model (CALVENO)**

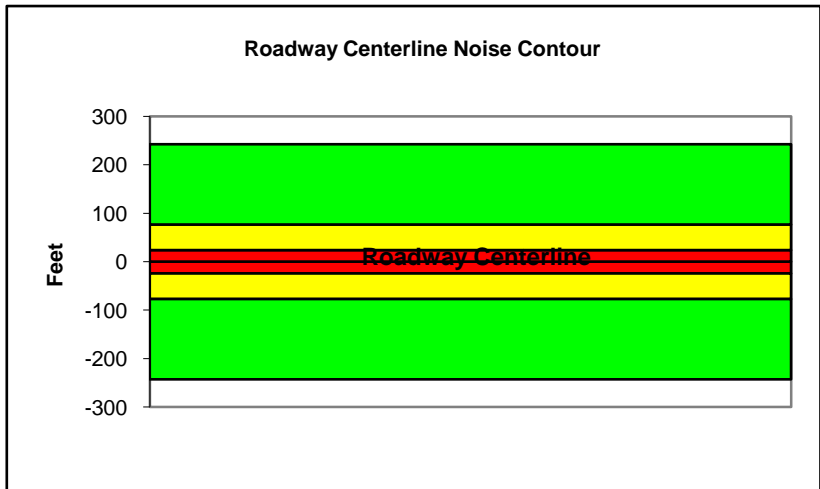
Project Name: New San Diego Central Courthouse      Scenario: Future  
Analyst: Monica Kling      Job #: 25104231  
Roadway: Ash Street  
Road Segment: Union Street to front Street

PROJECT DATA			SITE DATA					
Centerline Dist to Barrier	0		Road Grade:	0				
Barrier (0=wall, 1= berm):	0		Average Daily Traffic:	14070				
Receiver Barrier Dist:	0		Peak Hour Traffic:	1407				
Centerline Dist. To Observer:	100		Vehicle Speed:	35				
Barrier Near Lane CL Dist:	0		Centerline Separation:	24				
Barrier Far lane CL Dist:	0		NOISE INPUTS					
Pad Elevation:	0.5		Site conditions <b>HARD SITE</b>					
Road Elevation:	0		FLEET MIX					
Observer Height (above grade):	0		Type	Day	Evening	Night	Daily	
Barrier Height:	0		Auto	0.775	0.129	0.096	0.9742	
Rt View: 90	Lft View: -90		Med. Truck	0.848	0.049	0.103	0.0184	
NOISE SOURCE ELEVATIONS (Feet)			Heavy Truck	0.865	0.027	0.108	0.0074	
Autos:	0							
Medium Trucks:	2.3							
Heavy Trucks:	8							

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	51.5	60.3	58.5	52.4	61.1	61.7
Medium Trucks:	61.2	53.2	46.8	45.2	53.7	53.9
Heavy Trucks:	66.4	54.5	45.4	46.7	56.6	56.7
<b>Vehicle Noise:</b>	<b>68.9</b>	<b>62.2</b>	<b>59.1</b>	<b>54.4</b>	<b>62.9</b>	<b>63.4</b>

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	242
65 dBA	77
70 dBA	24
Mitigated	
60 dBA	
65 dBA	
70 dBA	



**Federal Highway Administration RD-77-108  
Traffic Noise Prediction Model (CALVENO)**

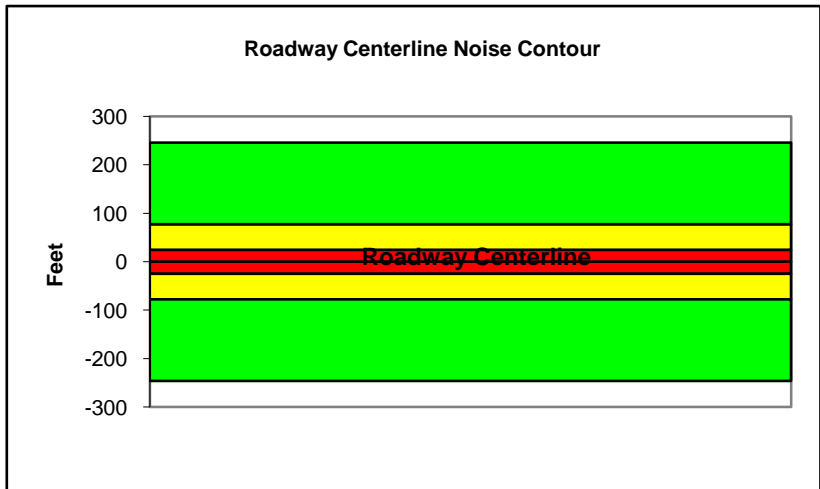
Project Name: New San Diego Central Courthouse      Scenario: Future Plus Project  
Analyst: Monica Kling      Job #: 25104231  
Roadway: Ash Street  
Road Segment: Union Street to front Street

PROJECT DATA		SITE DATA				
Centerline Dist to Barrier	0	Road Grade:	0			
Barrier (0=wall, 1= berm):	0	Average Daily Traffic:	14267			
Receiver Barrier Dist:	0	Peak Hour Traffic:	1426.7			
Centerline Dist. To Observer:	100	Vehicle Speed:	35			
Barrier Near Lane CL Dist:	0	Centerline Separation:	24			
Barrier Far lane CL Dist:	0	NOISE INPUTS				
Pad Elevation:	0.5	Site conditions <b>HARD SITE</b>				
Road Elevation:	0	FLEET MIX				
Observer Height (above grade):	0	Type	Day	Evening	Night	Daily
Barrier Height:	0	Auto	0.775	0.129	0.096	0.9742
Rt View: 90	Lft View: -90	Med. Truck	0.848	0.049	0.103	0.0184
NOISE SOURCE ELEVATIONS (Feet)		Heavy Truck	0.865	0.027	0.108	0.0074
Autos:	0					
Medium Trucks:	2.3					
Heavy Trucks:	8					

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	51.6	60.3	58.6	52.5	61.1	61.7
Medium Trucks:	61.3	53.2	46.8	45.3	53.7	54.0
Heavy Trucks:	66.5	54.6	45.5	46.7	56.6	56.8
<b>Vehicle Noise:</b>	<b>68.9</b>	<b>62.3</b>	<b>59.1</b>	<b>54.4</b>	<b>63.0</b>	<b>63.4</b>

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	246
65 dBA	78
70 dBA	25
Mitigated	
60 dBA	
65 dBA	
70 dBA	



# ***B STREET***

## ***TRAFFIC NOISE MODELING***

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**Federal Highway Administration RD-77-108  
Traffic Noise Prediction Model (CALVENO)**

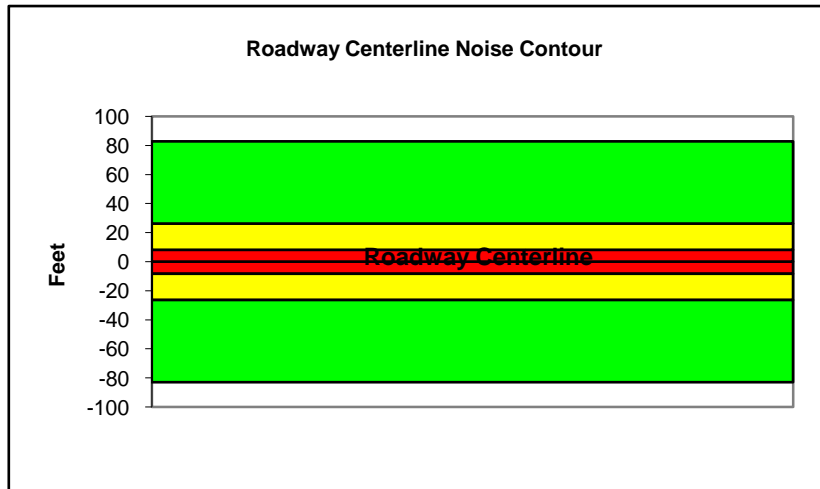
Project Name: New San Diego Central Courthouse      Scenario: Existing  
Analyst: Monica Kling      Job #: 25104231  
Roadway: B Street  
Road Segment: Columbia to State

PROJECT DATA		SITE DATA				
Centerline Dist to Barrier	0	Road Grade:	0			
Barrier (0=wall, 1= berm):	0	Average Daily Traffic:	4812			
Receiver Barrier Dist:	0	Peak Hour Traffic:	481.2			
Centerline Dist. To Observer:	100	Vehicle Speed:	35			
Barrier Near Lane CL Dist:	0	Centerline Separation:	24			
Barrier Far lane CL Dist:	0	NOISE INPUTS				
Pad Elevation:	0.5	Site conditions <b>HARD SITE</b>				
Road Elevation:	0	FLEET MIX				
Observer Height (above grade):	0	Type	Day	Evening	Night	Daily
Barrier Height:	0	Auto	0.775	0.129	0.096	0.9742
Rt View: 90	Lft View: -90	Med. Truck	0.848	0.049	0.103	0.0184
NOISE SOURCE ELEVATIONS (Feet)		Heavy Truck	0.865	0.027	0.108	0.0074
Autos:	0					
Medium Trucks:	2.3					
Heavy Trucks:	8					

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	46.8	55.6	53.8	47.7	56.4	57.0
Medium Trucks:	56.6	48.5	42.1	40.5	49.0	49.3
Heavy Trucks:	61.8	49.8	40.8	42.0	51.9	52.0
Vehicle Noise:	64.2	57.6	54.4	49.7	58.3	58.7

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	83
65 dBA	26
70 dBA	8
Mitigated	
60 dBA	
65 dBA	
70 dBA	



**Federal Highway Administration RD-77-108  
Traffic Noise Prediction Model (CALVENO)**

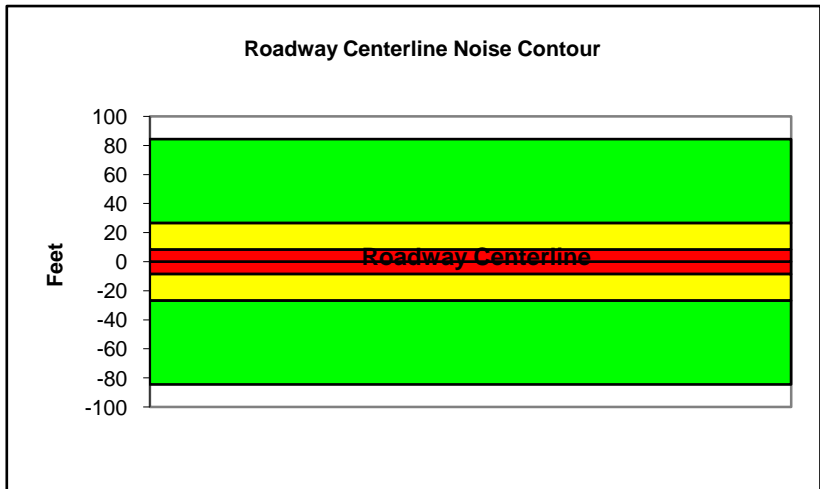
Project Name: New San Diego Central Courthouse      Scenario: Existing Plus Project  
Analyst: Monica Kling      Job #: 25104231  
Roadway: B Street  
Road Segment: Columbia to State

PROJECT DATA			SITE DATA					
Centerline Dist to Barrier	0		Road Grade:	0				
Barrier (0=wall, 1= berm):	0		Average Daily Traffic:	4898				
Receiver Barrier Dist:	0		Peak Hour Traffic:	489.8				
Centerline Dist. To Observer:	100		Vehicle Speed:	35				
Barrier Near Lane CL Dist:	0		Centerline Separation:	24				
Barrier Far lane CL Dist:	0		NOISE INPUTS					
Pad Elevation:	0.5		Site conditions <b>HARD SITE</b>					
Road Elevation:	0		FLEET MIX					
Observer Height (above grade):	0		Type	Day	Evening	Night	Daily	
Barrier Height:	0		Auto	0.775	0.129	0.096	0.9742	
Rt View: 90	Lft View:	-90	Med. Truck	0.848	0.049	0.103	0.0184	
NOISE SOURCE ELEVATIONS (Feet)			Heavy Truck	0.865	0.027	0.108	0.0074	
Autos:	0							
Medium Trucks:	2.3							
Heavy Trucks:	8							

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	46.9	55.7	53.9	47.8	56.5	57.1
Medium Trucks:	56.6	48.6	42.2	40.6	49.1	49.3
Heavy Trucks:	61.9	49.9	40.9	42.1	52.0	52.1
<b>Vehicle Noise:</b>	<b>64.3</b>	<b>57.7</b>	<b>54.5</b>	<b>49.8</b>	<b>58.3</b>	<b>58.8</b>

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	84
65 dBA	27
70 dBA	8
Mitigated	
60 dBA	
65 dBA	
70 dBA	





**Federal Highway Administration RD-77-108  
Traffic Noise Prediction Model (CALVENO)**

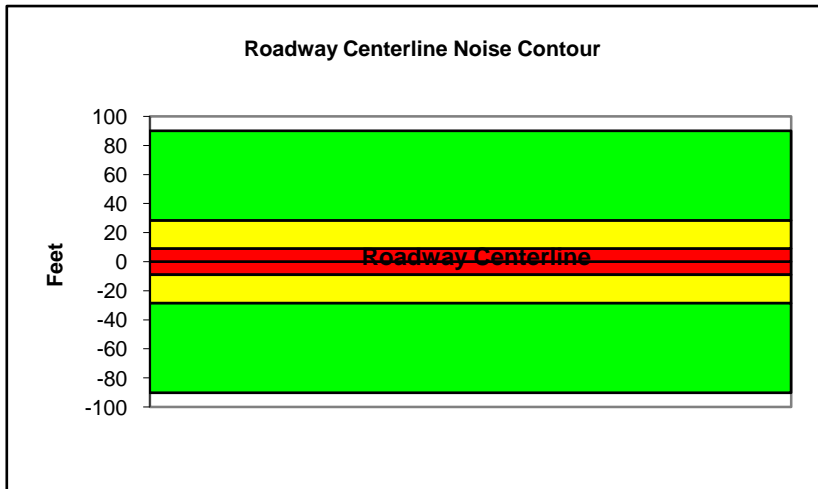
Project Name: New San Diego Central Courthouse      Scenario: Future  
Analyst: Monica Kling      Job #: 25104231  
Roadway: B Street  
Road Segment: Columbia to State

PROJECT DATA			SITE DATA					
Centerline Dist to Barrier	0		Road Grade:	0				
Barrier (0=wall, 1= berm):	0		Average Daily Traffic:	5230				
Receiver Barrier Dist:	0		Peak Hour Traffic:	523				
Centerline Dist. To Observer:	100		Vehicle Speed:	35				
Barrier Near Lane CL Dist:	0		Centerline Separation:	24				
Barrier Far lane CL Dist:	0		NOISE INPUTS					
Pad Elevation:	0.5		Site conditions <b>HARD SITE</b>					
Road Elevation:	0		FLEET MIX					
Observer Height (above grade):	0		Type	Day	Evening	Night	Daily	
Barrier Height:	0		Auto	0.775	0.129	0.096	0.9742	
Rt View: 90	Lft View: -90		Med. Truck	0.848	0.049	0.103	0.0184	
NOISE SOURCE ELEVATIONS (Feet)			Heavy Truck	0.865	0.027	0.108	0.0074	
Autos:	0							
Medium Trucks:	2.3							
Heavy Trucks:	8							

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	47.2	56.0	54.2	48.1	56.8	57.4
Medium Trucks:	56.9	48.9	42.5	40.9	49.4	49.6
Heavy Trucks:	62.1	50.2	41.1	42.4	52.3	52.4
<b>Vehicle Noise:</b>	<b>64.6</b>	<b>57.9</b>	<b>54.8</b>	<b>50.1</b>	<b>58.6</b>	<b>59.1</b>

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	90
65 dBA	28
70 dBA	9
Mitigated	
60 dBA	
65 dBA	
70 dBA	



**Federal Highway Administration RD-77-108  
Traffic Noise Prediction Model (CALVENO)**

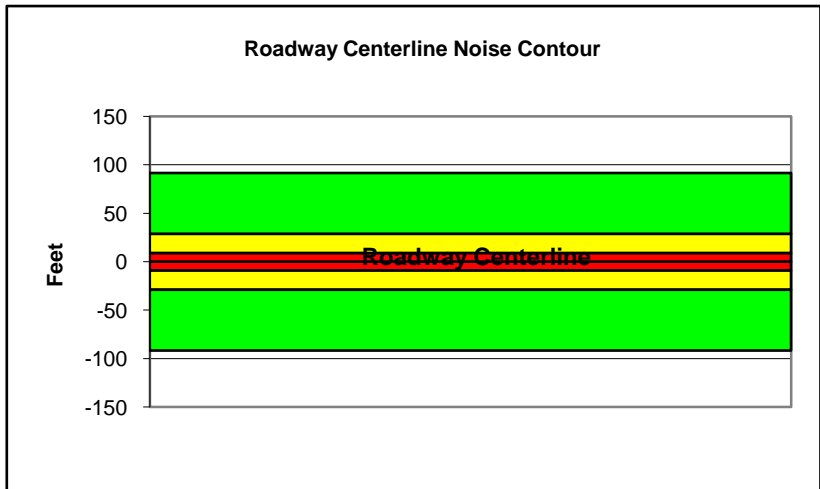
Project Name: New San Diego Central Courthouse      Scenario: Future Plus Project  
Analyst: Monica Kling      Job #: 25104231  
Roadway: B Street  
Road Segment: Columbia to State

PROJECT DATA			SITE DATA					
Centerline Dist to Barrier	0		Road Grade:	0				
Barrier (0=wall, 1= berm):	0		Average Daily Traffic:	5315				
Receiver Barrier Dist:	0		Peak Hour Traffic:	531.5				
Centerline Dist. To Observer:	100		Vehicle Speed:	35				
Barrier Near Lane CL Dist:	0		Centerline Separation:	24				
Barrier Far lane CL Dist:	0		NOISE INPUTS					
Pad Elevation:	0.5		Site conditions <b>HARD SITE</b>					
Road Elevation:	0		FLEET MIX					
Observer Height (above grade):	0		Type	Day	Evening	Night	Daily	
Barrier Height:	0		Auto	0.775	0.129	0.096	0.9742	
Rt View: 90	Lft View:	-90	Med. Truck	0.848	0.049	0.103	0.0184	
NOISE SOURCE ELEVATIONS (Feet)			Heavy Truck	0.865	0.027	0.108	0.0074	
Autos:	0							
Medium Trucks:	2.3							
Heavy Trucks:	8							

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	47.3	56.1	54.3	48.2	56.8	57.4
Medium Trucks:	57.0	48.9	42.5	41.0	49.5	49.7
Heavy Trucks:	62.2	50.3	41.2	42.4	52.3	52.5
<b>Vehicle Noise:</b>	<b>64.6</b>	<b>58.0</b>	<b>54.8</b>	<b>50.1</b>	<b>58.7</b>	<b>59.2</b>

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	92
65 dBA	29
70 dBA	9
Mitigated	
60 dBA	
65 dBA	
70 dBA	



**Federal Highway Administration RD-77-108  
Traffic Noise Prediction Model (CALVENO)**

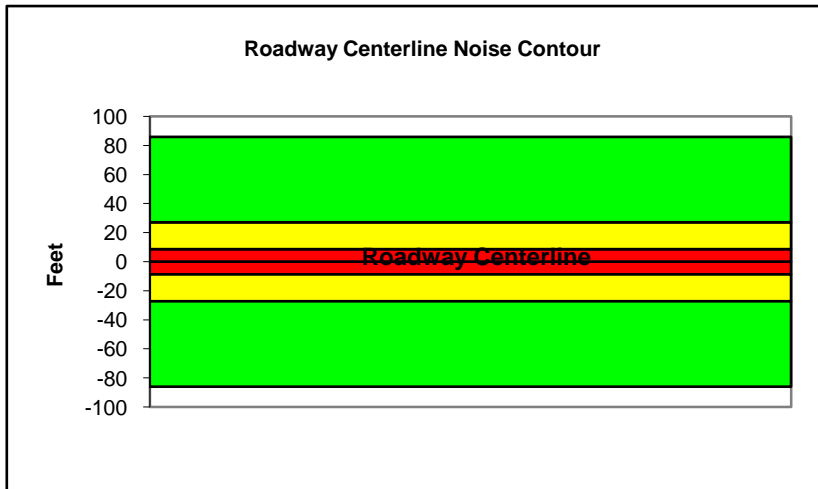
Project Name:	New San Diego Central Courthouse	Scenario:	Existing
Analyst:	Monica Kling	Job #:	25104231
Roadway:	B Street		
Road Segment:	State to Union		

PROJECT DATA			SITE DATA					
Centerline Dist to Barrier	0		Road Grade:	0				
Barrier (0=wall, 1= berm):	0		Average Daily Traffic:	4994				
Receiver Barrier Dist:	0		Peak Hour Traffic:	499.4				
Centerline Dist. To Observer:	100		Vehicle Speed:	35				
Barrier Near Lane CL Dist:	0		Centerline Separation:	24				
Barrier Far lane CL Dist:	0		NOISE INPUTS					
Pad Elevation:	0.5		Site conditions HARD SITE					
Road Elevation:	0		FLEET MIX					
Observer Height (above grade):	0		Type	Day	Evening	Night	Daily	
Barrier Height:	0		Auto	0.775	0.129	0.096	0.9742	
Rt View: 90	Lft View: -90		Med. Truck	0.848	0.049	0.103	0.0184	
NOISE SOURCE ELEVATIONS (Feet)			Heavy Truck	0.865	0.027	0.108	0.0074	
Autos:	0							
Medium Trucks:	2.3							
Heavy Trucks:	8							

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	47.0	55.8	54.0	47.9	56.6	57.2
Medium Trucks:	56.7	48.7	42.3	40.7	49.2	49.4
Heavy Trucks:	61.9	50.0	40.9	42.2	52.1	52.2
<b>Vehicle Noise:</b>	<b>64.4</b>	<b>57.7</b>	<b>54.6</b>	<b>49.9</b>	<b>58.4</b>	<b>58.9</b>

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	86
65 dBA	27
70 dBA	9
Mitigated	
60 dBA	
65 dBA	
70 dBA	



**Federal Highway Administration RD-77-108  
Traffic Noise Prediction Model (CALVENO)**

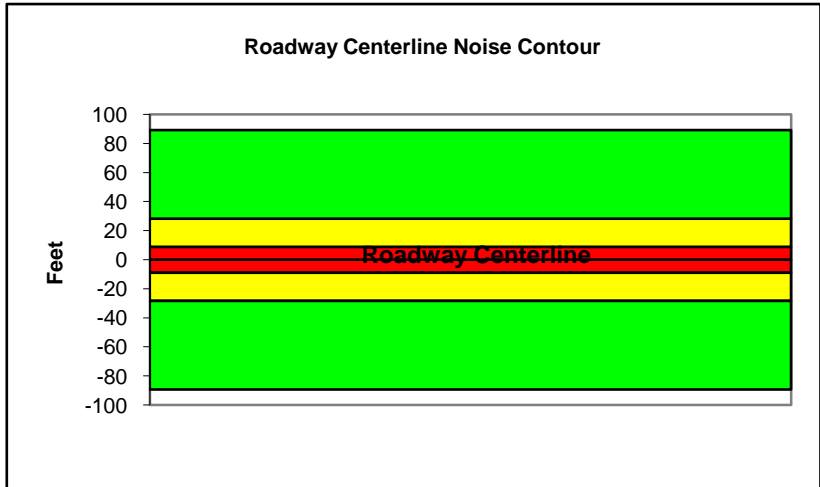
Project Name: New San Diego Central Courthouse      Scenario: Existing Plus Project  
Analyst: Monica Kling      Job #: 25104231  
Roadway: B Street  
Road Segment: State to Union

PROJECT DATA		SITE DATA				
Centerline Dist to Barrier	0	Road Grade:	0			
Barrier (0=wall, 1= berm):	0	Average Daily Traffic:	5182			
Receiver Barrier Dist:	0	Peak Hour Traffic:	518.2			
Centerline Dist. To Observer:	100	Vehicle Speed:	35			
Barrier Near Lane CL Dist:	0	Centerline Separation:	24			
Barrier Far lane CL Dist:	0	NOISE INPUTS				
Pad Elevation:	0.5	Site conditions HARD SITE				
Road Elevation:	0	FLEET MIX				
Observer Height (above grade):	0	Type	Day	Evening	Night	Daily
Barrier Height:	0	Auto	0.775	0.129	0.096	0.9742
Rt View: 90	Lft View: -90	Med. Truck	0.848	0.049	0.103	0.0184
NOISE SOURCE ELEVATIONS (Feet)		Heavy Truck	0.865	0.027	0.108	0.0074
Autos:	0					
Medium Trucks:	2.3					
Heavy Trucks:	8					

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	47.2	55.9	54.2	48.1	56.7	57.3
Medium Trucks:	56.9	48.8	42.4	40.9	49.3	49.6
Heavy Trucks:	62.1	50.2	41.1	42.3	52.2	52.4
<b>Vehicle Noise:</b>	<b>64.5</b>	<b>57.9</b>	<b>54.7</b>	<b>50.0</b>	<b>58.6</b>	<b>59.0</b>

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	89
65 dBA	28
70 dBA	9
Mitigated	
60 dBA	
65 dBA	
70 dBA	



**Federal Highway Administration RD-77-108  
Traffic Noise Prediction Model (CALVENO)**

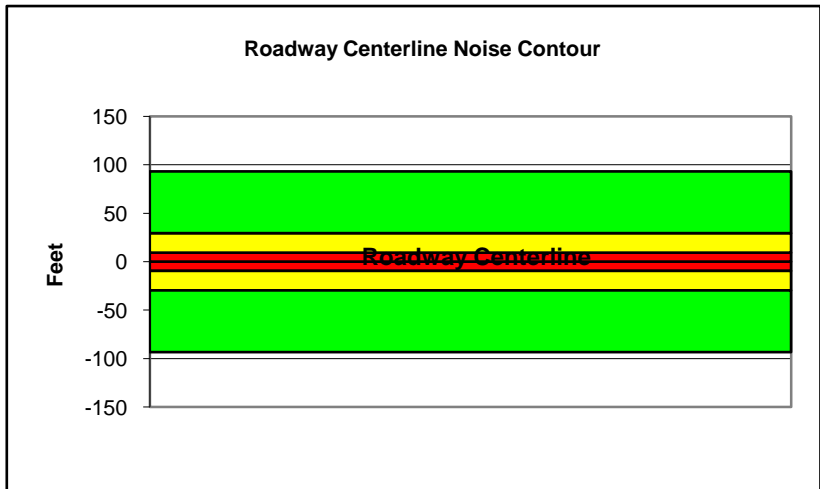
Project Name:	New San Diego Central Courthouse	Scenario:	Future
Analyst:	Monica Kling	Job #:	25104231
Roadway:	B Street		
Road Segment:	State to Union		

PROJECT DATA		SITE DATA				
Centerline Dist to Barrier	0	Road Grade:	0			
Barrier (0=wall, 1= berm):	0	Average Daily Traffic:	5414			
Receiver Barrier Dist:	0	Peak Hour Traffic:	541.4			
Centerline Dist. To Observer:	100	Vehicle Speed:	35			
Barrier Near Lane CL Dist:	0	Centerline Separation:	24			
Barrier Far lane CL Dist:	0	<b>NOISE INPUTS</b>				
Pad Elevation:	0.5	Site conditions <b>HARD SITE</b>				
Road Elevation:	0	<b>FLEET MIX</b>				
Observer Height (above grade):	0	Type	Day	Evening	Night	Daily
Barrier Height:	0	Auto	0.775	0.129	0.096	0.9742
Rt View: <b>90</b>	Lft View: <b>-90</b>	Med. Truck	0.848	0.049	0.103	0.0184
<b>NOISE SOURCE ELEVATIONS (Feet)</b>		Heavy Truck	0.865	0.027	0.108	0.0074
Autos:	0					
Medium Trucks:	2.3					
Heavy Trucks:	8					

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	47.4	56.1	54.3	48.3	56.9	57.5
Medium Trucks:	57.1	49.0	42.6	41.0	49.5	49.8
Heavy Trucks:	62.3	50.4	41.3	42.5	52.4	52.5
<b>Vehicle Noise:</b>	<b>64.7</b>	<b>58.1</b>	<b>54.9</b>	<b>50.2</b>	<b>58.8</b>	<b>59.2</b>

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	93
65 dBA	29
70 dBA	9
Mitigated	
60 dBA	
65 dBA	
70 dBA	



**Federal Highway Administration RD-77-108  
Traffic Noise Prediction Model (CALVENO)**

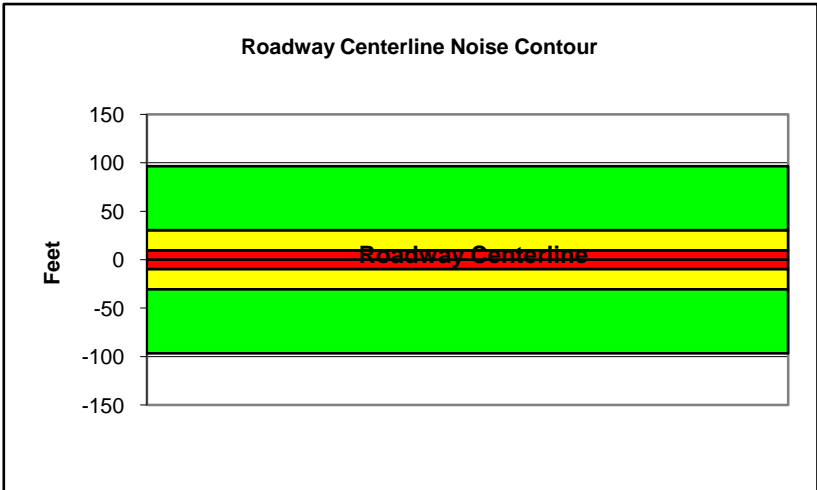
Project Name:	New San Diego Central Courthouse	Scenario:	Future Plus Project
Analyst:	Monica Kling	Job #:	25104231
Roadway:	B Street		
Road Segment:	State to Union		

PROJECT DATA			SITE DATA					
Centerline Dist to Barrier	0		Road Grade:	0				
Barrier (0=wall, 1= berm):	0		Average Daily Traffic:	5602				
Receiver Barrier Dist:	0		Peak Hour Traffic:	560.2				
Centerline Dist. To Observer:	100		Vehicle Speed:	35				
Barrier Near Lane CL Dist:	0		Centerline Separation:	24				
Barrier Far lane CL Dist:	0		NOISE INPUTS					
Pad Elevation:	0.5		Site conditions HARD SITE					
Road Elevation:	0		FLEET MIX					
Observer Height (above grade):	0		Type	Day	Evening	Night	Daily	
Barrier Height:	0		Auto	0.775	0.129	0.096	0.9742	
Rt View: 90	Lft View: -90		Med. Truck	0.848	0.049	0.103	0.0184	
NOISE SOURCE ELEVATIONS (Feet)			Heavy Truck	0.865	0.027	0.108	0.0074	
Autos:	0							
Medium Trucks:	2.3							
Heavy Trucks:	8							

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	47.5	56.3	54.5	48.4	57.1	57.7
Medium Trucks:	57.2	49.2	42.8	41.2	49.7	49.9
Heavy Trucks:	62.4	50.5	41.4	42.7	52.6	52.7
<b>Vehicle Noise:</b>	<b>64.9</b>	<b>58.2</b>	<b>55.1</b>	<b>50.4</b>	<b>58.9</b>	<b>59.4</b>

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	97
65 dBA	31
70 dBA	10
Mitigated	
60 dBA	
65 dBA	
70 dBA	



**Federal Highway Administration RD-77-108  
Traffic Noise Prediction Model (CALVENO)**

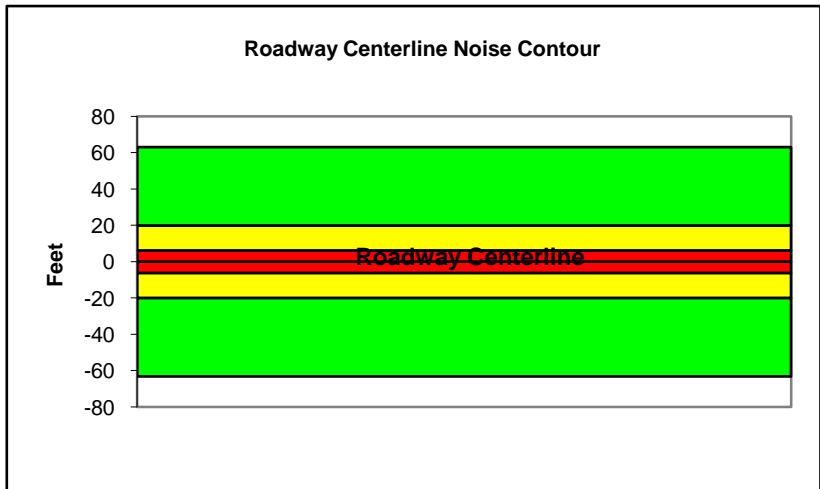
Project Name: New San Diego Central Courthouse      Scenario: Existing Plus Project  
Analyst: Monica Kling      Job #: 25104231  
Roadway: B Street  
Road Segment: Union to Front

PROJECT DATA		SITE DATA				
Centerline Dist to Barrier	0	Road Grade:	0			
Barrier (0=wall, 1= berm):	0	Average Daily Traffic:	3664			
Receiver Barrier Dist:	0	Peak Hour Traffic:	366.4			
Centerline Dist. To Observer:	100	Vehicle Speed:	35			
Barrier Near Lane CL Dist:	0	Centerline Separation:	24			
Barrier Far lane CL Dist:	0	NOISE INPUTS				
Pad Elevation:	0.5	Site conditions HARD SITE				
Road Elevation:	0	FLEET MIX				
Observer Height (above grade):	0	Type	Day	Evening	Night	Daily
Barrier Height:	0	Auto	0.775	0.129	0.096	0.9742
Rt View: 90	Lft View: -90	Med. Truck	0.848	0.049	0.103	0.0184
NOISE SOURCE ELEVATIONS (Feet)		Heavy Truck	0.865	0.027	0.108	0.0074
Autos:	0					
Medium Trucks:	2.3					
Heavy Trucks:	8					

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	45.7	54.4	52.6	46.6	55.2	55.8
Medium Trucks:	55.4	47.3	40.9	39.4	47.8	48.1
Heavy Trucks:	60.6	48.7	39.6	40.8	50.7	50.9
<b>Vehicle Noise:</b>	<b>63.0</b>	<b>56.4</b>	<b>53.2</b>	<b>48.5</b>	<b>57.1</b>	<b>57.5</b>

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	63
65 dBA	20
70 dBA	6
Mitigated	
60 dBA	
65 dBA	
70 dBA	



**Federal Highway Administration RD-77-108  
Traffic Noise Prediction Model (CALVENO)**

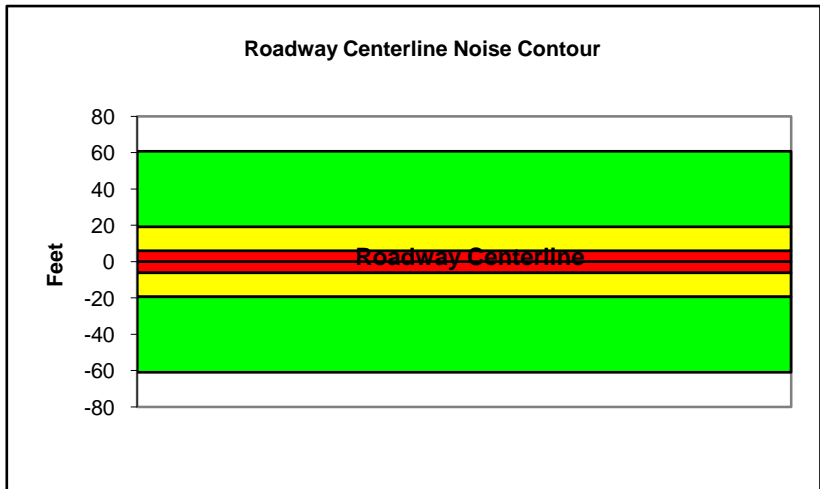
Project Name: New San Diego Central Courthouse      Scenario: Existing  
Analyst: Monica Kling      Job #: 25104231  
Roadway: B Street  
Road Segment: Union to Front

PROJECT DATA		SITE DATA				
Centerline Dist to Barrier	0	Road Grade:	0			
Barrier (0=wall, 1= berm):	0	Average Daily Traffic:	3536			
Receiver Barrier Dist:	0	Peak Hour Traffic:	353.6			
Centerline Dist. To Observer:	100	Vehicle Speed:	35			
Barrier Near Lane CL Dist:	0	Centerline Separation:	24			
Barrier Far lane CL Dist:	0	NOISE INPUTS				
Pad Elevation:	0.5	Site conditions HARD SITE				
Road Elevation:	0	FLEET MIX				
Observer Height (above grade):	0	Type	Day	Evening	Night	Daily
Barrier Height:	0	Auto	0.775	0.129	0.096	0.9742
Rt View: 90	Lft View: -90	Med. Truck	0.848	0.049	0.103	0.0184
NOISE SOURCE ELEVATIONS (Feet)		Heavy Truck	0.865	0.027	0.108	0.0074
Autos:	0					
Medium Trucks:	2.3					
Heavy Trucks:	8					

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	45.5	54.3	52.5	46.4	55.1	55.7
Medium Trucks:	55.2	47.2	40.8	39.2	47.7	47.9
Heavy Trucks:	60.4	48.5	39.4	40.7	50.6	50.7
<b>Vehicle Noise:</b>	<b>62.9</b>	<b>56.2</b>	<b>53.1</b>	<b>48.4</b>	<b>56.9</b>	<b>57.4</b>

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	61
65 dBA	19
70 dBA	6
Mitigated	
60 dBA	
65 dBA	
70 dBA	





**Federal Highway Administration RD-77-108  
Traffic Noise Prediction Model (CALVENO)**

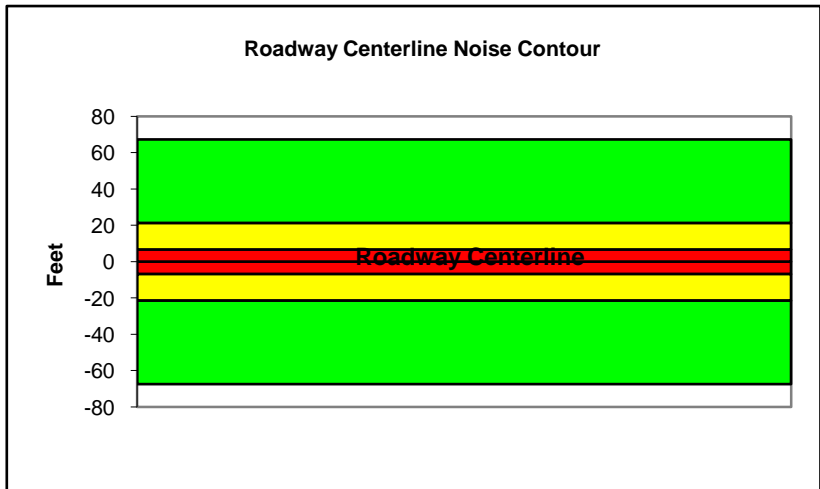
Project Name:	New San Diego Central Courthouse	Scenario:	Future
Analyst:	Monica Kling	Job #:	25104231
Roadway:	B Street		
Road Segment:	Union to Front		

PROJECT DATA			SITE DATA					
Centerline Dist to Barrier	0		Road Grade:	0				
Barrier (0=wall, 1= berm):	0		Average Daily Traffic:	3908				
Receiver Barrier Dist:	0		Peak Hour Traffic:	390.8				
Centerline Dist. To Observer:	100		Vehicle Speed:	35				
Barrier Near Lane CL Dist:	0		Centerline Separation:	24				
Barrier Far lane CL Dist:	0		NOISE INPUTS					
Pad Elevation:	0.5		Site conditions <b>HARD SITE</b>					
Road Elevation:	0		FLEET MIX					
Observer Height (above grade):	0		Type	Day	Evening	Night	Daily	
Barrier Height:	0		Auto	0.775	0.129	0.096	0.9742	
Rt View: 90	Lft View:	-90	Med. Truck	0.848	0.049	0.103	0.0184	
NOISE SOURCE ELEVATIONS (Feet)			Heavy Truck	0.865	0.027	0.108	0.0074	
Autos:	0							
Medium Trucks:	2.3							
Heavy Trucks:	8							

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	45.9	54.7	52.9	46.8	55.5	56.1
Medium Trucks:	55.7	47.6	41.2	39.6	48.1	48.4
Heavy Trucks:	60.9	48.9	39.9	41.1	51.0	51.1
Vehicle Noise:	63.3	56.7	53.5	48.8	57.4	57.8

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	67
65 dBA	21
70 dBA	7
Mitigated	
60 dBA	
65 dBA	
70 dBA	



**Federal Highway Administration RD-77-108  
Traffic Noise Prediction Model (CALVENO)**

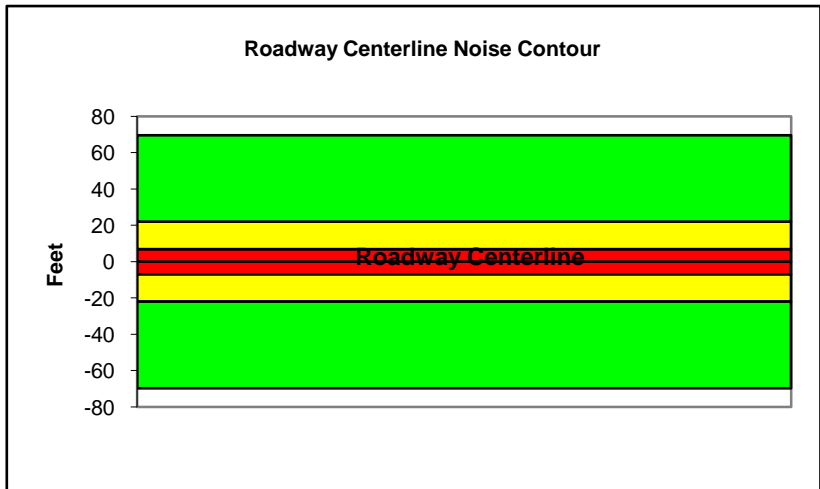
Project Name:	New San Diego Central Courthouse	Scenario:	Future Plus Project
Analyst:	Monica Kling	Job #:	25104231
Roadway:	B Street		
Road Segment:	Union to Front		

PROJECT DATA			SITE DATA				
Centerline Dist to Barrier	0		Road Grade:	0			
Barrier (0=wall, 1= berm):	0		Average Daily Traffic:	4036			
Receiver Barrier Dist:	0		Peak Hour Traffic:	403.6			
Centerline Dist. To Observer:	100		Vehicle Speed:	35			
Barrier Near Lane CL Dist:	0		Centerline Separation:	24			
Barrier Far lane CL Dist:	0		NOISE INPUTS				
Pad Elevation:	0.5		Site conditions <b>HARD SITE</b>				
Road Elevation:	0		FLEET MIX				
Observer Height (above grade):	0		Type	Day	Evening	Night	Daily
Barrier Height:	0		Auto	0.775	0.129	0.096	0.9742
Rt View:	90	Lft View:	Med. Truck	0.848	0.049	0.103	0.0184
			Heavy Truck	0.865	0.027	0.108	0.0074
NOISE SOURCE ELEVATIONS (Feet)							
Autos:	0						
Medium Trucks:	2.3						
Heavy Trucks:	8						

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	46.1	54.9	53.1	47.0	55.6	56.2
Medium Trucks:	55.8	47.7	41.3	39.8	48.3	48.5
Heavy Trucks:	61.0	49.1	40.0	41.2	51.1	51.3
Vehicle Noise:	63.5	56.8	53.6	48.9	57.5	58.0

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	70
65 dBA	22
70 dBA	7
Mitigated	
60 dBA	
65 dBA	
70 dBA	



# ***BROADWAY***

## ***TRAFFIC NOISE MODELING***

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**Federal Highway Administration RD-77-108  
Traffic Noise Prediction Model (CALVENO)**

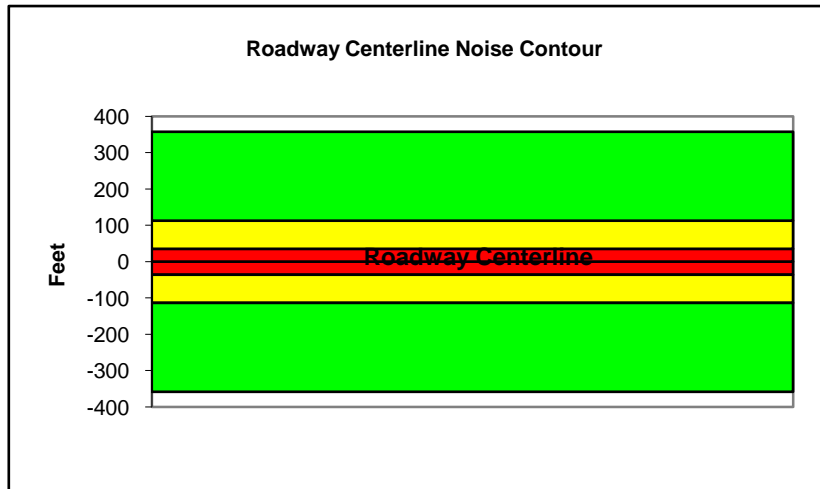
Project Name:	New San Diego Central Courthouse	Scenario:	Existing
Analyst:	Monica Kling	Job #:	25104231
Roadway:	Broadway		
Road Segment:	Front to First		

PROJECT DATA		SITE DATA				
Centerline Dist to Barrier	0	Road Grade:	0			
Barrier (0=wall, 1= berm):	0	Average Daily Traffic:	20754			
Receiver Barrier Dist:	0	Peak Hour Traffic:	2075.4			
Centerline Dist. To Observer:	100	Vehicle Speed:	35			
Barrier Near Lane CL Dist:	0	Centerline Separation:	24			
Barrier Far lane CL Dist:	0	<b>NOISE INPUTS</b>				
Pad Elevation:	0.5	Site conditions <b>HARD SITE</b>				
Road Elevation:	0	<b>FLEET MIX</b>				
Observer Height (above grade):	0	Type	Day	Evening	Night	Daily
Barrier Height:	0	Auto	0.775	0.129	0.096	0.9742
Rt View: <b>90</b>	Lft View: <b>-90</b>	Med. Truck	0.848	0.049	0.103	0.0184
<b>NOISE SOURCE ELEVATIONS (Feet)</b>		Heavy Truck	0.865	0.027	0.108	0.0074
Autos:	0					
Medium Trucks:	2.3					
Heavy Trucks:	8					

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	53.2	62.0	60.2	54.1	62.7	63.4
Medium Trucks:	62.9	54.8	48.5	46.9	55.4	55.6
Heavy Trucks:	68.1	56.2	47.1	48.4	58.3	58.4
<b>Vehicle Noise:</b>	<b>70.6</b>	<b>63.9</b>	<b>60.7</b>	<b>56.1</b>	<b>64.6</b>	<b>65.1</b>

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	358
65 dBA	113
70 dBA	36
Mitigated	
60 dBA	
65 dBA	
70 dBA	



**Federal Highway Administration RD-77-108  
Traffic Noise Prediction Model (CALVENO)**

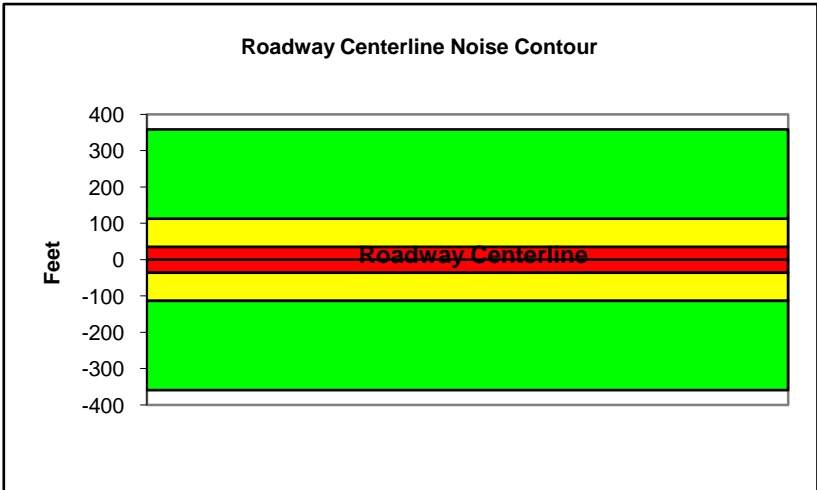
Project Name: New San Diego Central Courthouse      Scenario: Existing Plus Project  
Analyst: Monica Kling      Job #: 25104231  
Roadway: Broadway  
Road Segment: Front to First

PROJECT DATA			SITE DATA					
Centerline Dist to Barrier	0		Road Grade:	0				
Barrier (0=wall, 1= berm):	0		Average Daily Traffic:	20805				
Receiver Barrier Dist:	0		Peak Hour Traffic:	2080.5				
Centerline Dist. To Observer:	100		Vehicle Speed:	35				
Barrier Near Lane CL Dist:	0		Centerline Separation:	24				
Barrier Far lane CL Dist:	0		NOISE INPUTS					
Pad Elevation:	0.5		Site conditions HARD SITE					
Road Elevation:	0		FLEET MIX					
Observer Height (above grade):	0		Type	Day	Evening	Night	Daily	
Barrier Height:	0		Auto	0.775	0.129	0.096	0.9742	
Rt View: 90	Lft View:	-90	Med. Truck	0.848	0.049	0.103	0.0184	
NOISE SOURCE ELEVATIONS (Feet)			Heavy Truck	0.865	0.027	0.108	0.0074	
Autos:	0							
Medium Trucks:	2.3							
Heavy Trucks:	8							

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	53.2	62.0	60.2	54.1	62.8	63.4
Medium Trucks:	62.9	54.8	48.5	46.9	55.4	55.6
Heavy Trucks:	68.1	56.2	47.1	48.4	58.3	58.4
<b>Vehicle Noise:</b>	<b>70.6</b>	<b>63.9</b>	<b>60.8</b>	<b>56.1</b>	<b>64.6</b>	<b>65.1</b>

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	359
65 dBA	113
70 dBA	36
Mitigated	
60 dBA	
65 dBA	
70 dBA	



**Federal Highway Administration RD-77-108  
Traffic Noise Prediction Model (CALVENO)**

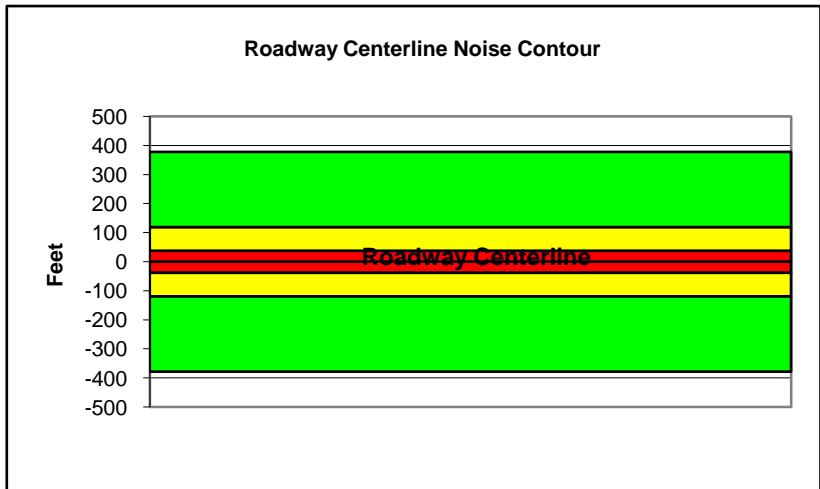
Project Name:	New San Diego Central Courthouse	Scenario:	Future
Analyst:	Monica Kling	Job #:	25104231
Roadway:	Broadway		
Road Segment:	Front to First		

PROJECT DATA		SITE DATA				
Centerline Dist to Barrier	0	Road Grade:	0			
Barrier (0=wall, 1= berm):	0	Average Daily Traffic:	21931			
Receiver Barrier Dist:	0	Peak Hour Traffic:	2193.1			
Centerline Dist. To Observer:	100	Vehicle Speed:	35			
Barrier Near Lane CL Dist:	0	Centerline Separation:	24			
Barrier Far lane CL Dist:	0	<b>NOISE INPUTS</b>				
Pad Elevation:	0.5	Site conditions <b>HARD SITE</b>				
Road Elevation:	0	<b>FLEET MIX</b>				
Observer Height (above grade):	0	Type	Day	Evening	Night	Daily
Barrier Height:	0	Auto	0.775	0.129	0.096	0.9742
Rt View: <b>90</b>	Lft View: <b>-90</b>	Med. Truck	0.848	0.049	0.103	0.0184
<b>NOISE SOURCE ELEVATIONS (Feet)</b>		Heavy Truck	0.865	0.027	0.108	0.0074
Autos:	0					
Medium Trucks:	2.3					
Heavy Trucks:	8					

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	53.4	62.2	60.4	54.3	63.0	63.6
Medium Trucks:	63.1	55.1	48.7	47.1	55.6	55.8
Heavy Trucks:	68.4	56.4	47.4	48.6	58.5	58.6
<b>Vehicle Noise:</b>	<b>70.8</b>	<b>64.2</b>	<b>61.0</b>	<b>56.3</b>	<b>64.9</b>	<b>65.3</b>

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	378
65 dBA	120
70 dBA	38
Mitigated	
60 dBA	
65 dBA	
70 dBA	



**Federal Highway Administration RD-77-108  
Traffic Noise Prediction Model (CALVENO)**

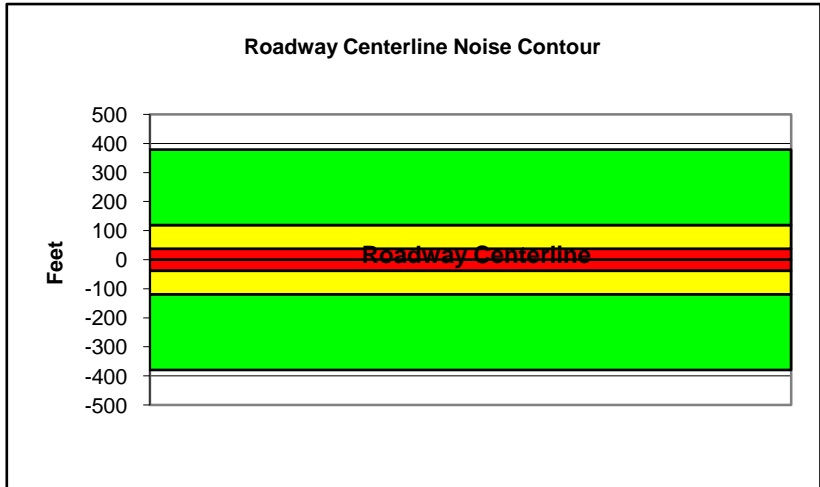
Project Name:	New San Diego Central Courthouse	Scenario:	Future Plus Project
Analyst:	Monica Kling	Job #:	25104231
Roadway:	Broadway		
Road Segment:	Front to First		

PROJECT DATA			SITE DATA					
Centerline Dist to Barrier	0		Road Grade:	0				
Barrier (0=wall, 1= berm):	0		Average Daily Traffic:	21982				
Receiver Barrier Dist:	0		Peak Hour Traffic:	2198.2				
Centerline Dist. To Observer:	100		Vehicle Speed:	35				
Barrier Near Lane CL Dist:	0		Centerline Separation:	24				
Barrier Far lane CL Dist:	0		NOISE INPUTS					
Pad Elevation:	0.5		Site conditions HARD SITE					
Road Elevation:	0		FLEET MIX					
Observer Height (above grade):	0		Type	Day	Evening	Night	Daily	
Barrier Height:	0		Auto	0.775	0.129	0.096	0.9742	
Rt View: 90	Lft View:	-90	Med. Truck	0.848	0.049	0.103	0.0184	
NOISE SOURCE ELEVATIONS (Feet)			Heavy Truck	0.865	0.027	0.108	0.0074	
Autos:	0							
Medium Trucks:	2.3							
Heavy Trucks:	8							

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	53.4	62.2	60.4	54.3	63.0	63.6
Medium Trucks:	63.2	55.1	48.7	47.1	55.6	55.9
Heavy Trucks:	68.4	56.4	47.4	48.6	58.5	58.6
<b>Vehicle Noise:</b>	<b>70.8</b>	<b>64.2</b>	<b>61.0</b>	<b>56.3</b>	<b>64.9</b>	<b>65.3</b>

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	379
65 dBA	120
70 dBA	38
Mitigated	
60 dBA	
65 dBA	
70 dBA	





**Federal Highway Administration RD-77-108  
Traffic Noise Prediction Model (CALVENO)**

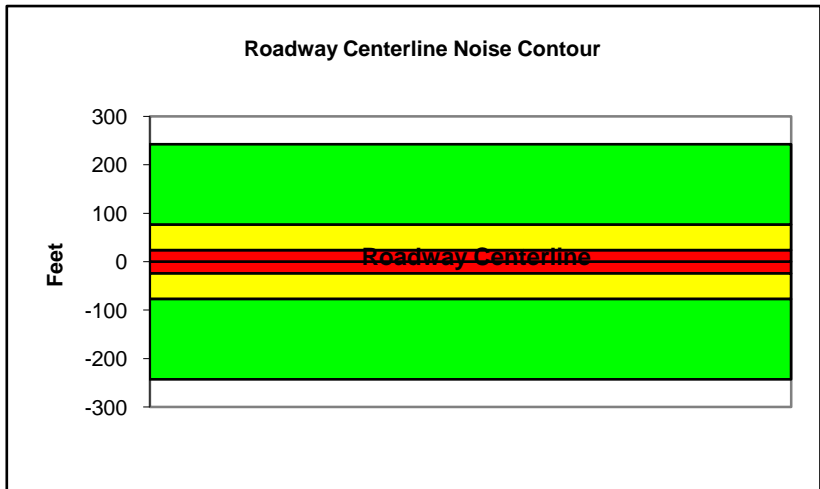
Project Name:	New San Diego Central Courthouse	Scenario:	Existing
Analyst:	Monica Kling	Job #:	25104231
Roadway:	Broadway Street		
Road Segment:	Kettner to India		

PROJECT DATA		SITE DATA				
Centerline Dist to Barrier	0	Road Grade:	0			
Barrier (0=wall, 1= berm):	0	Average Daily Traffic:	14070			
Receiver Barrier Dist:	0	Peak Hour Traffic:	1407			
Centerline Dist. To Observer:	100	Vehicle Speed:	35			
Barrier Near Lane CL Dist:	0	Centerline Separation:	24			
Barrier Far lane CL Dist:	0	<b>NOISE INPUTS</b>				
Pad Elevation:	0.5	Site conditions <b>HARD SITE</b>				
Road Elevation:	0	<b>FLEET MIX</b>				
Observer Height (above grade):	0	Type	Day	Evening	Night	Daily
Barrier Height:	0	Auto	0.775	0.129	0.096	0.9742
Rt View: <b>90</b>	Lft View: <b>-90</b>	Med. Truck	0.848	0.049	0.103	0.0184
<b>NOISE SOURCE ELEVATIONS (Feet)</b>		Heavy Truck	0.865	0.027	0.108	0.0074
Autos:	0					
Medium Trucks:	2.3					
Heavy Trucks:	8					

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	51.5	60.3	58.5	52.4	61.1	61.7
Medium Trucks:	61.2	53.2	46.8	45.2	53.7	53.9
Heavy Trucks:	66.4	54.5	45.4	46.7	56.6	56.7
<b>Vehicle Noise:</b>	<b>68.9</b>	<b>62.2</b>	<b>59.1</b>	<b>54.4</b>	<b>62.9</b>	<b>63.4</b>

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	242
65 dBA	77
70 dBA	24
Mitigated	
60 dBA	
65 dBA	
70 dBA	



**Federal Highway Administration RD-77-108  
Traffic Noise Prediction Model (CALVENO)**

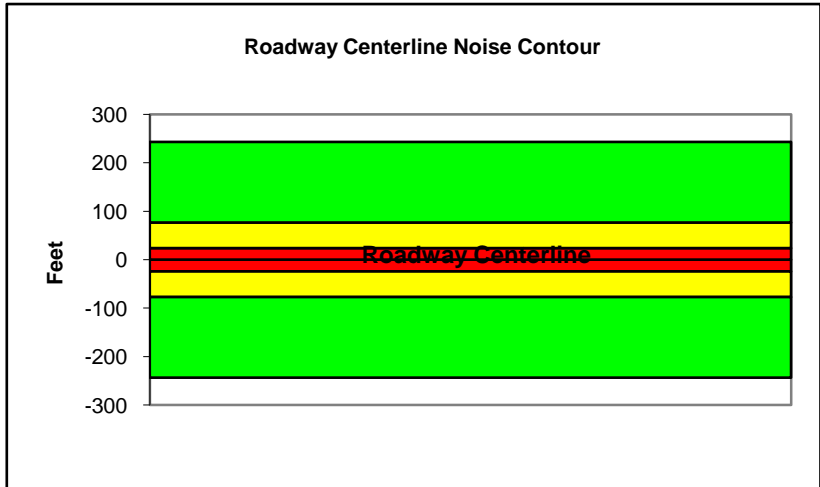
Project Name:	New San Diego Central Courthouse	Scenario:	Existing Plus Project
Analyst:	Monica Kling	Job #:	25104231
Roadway:	Broadway Street		
Road Segment:	Kettner to India		

PROJECT DATA			SITE DATA					
Centerline Dist to Barrier	0		Road Grade:	0				
Barrier (0=wall, 1= berm):	0		Average Daily Traffic:	14104				
Receiver Barrier Dist:	0		Peak Hour Traffic:	1410.4				
Centerline Dist. To Observer:	100		Vehicle Speed:	35				
Barrier Near Lane CL Dist:	0		Centerline Separation:	24				
Barrier Far lane CL Dist:	0		NOISE INPUTS					
Pad Elevation:	0.5		Site conditions HARD SITE					
Road Elevation:	0		FLEET MIX					
Observer Height (above grade):	0		Type	Day	Evening	Night	Daily	
Barrier Height:	0		Auto	0.775	0.129	0.096	0.9742	
Rt View: 90	Lft View:	-90	Med. Truck	0.848	0.049	0.103	0.0184	
NOISE SOURCE ELEVATIONS (Feet)			Heavy Truck	0.865	0.027	0.108	0.0074	
Autos:	0							
Medium Trucks:	2.3							
Heavy Trucks:	8							

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	51.5	60.3	58.5	52.4	61.1	61.7
Medium Trucks:	61.2	53.2	46.8	45.2	53.7	53.9
Heavy Trucks:	66.4	54.5	45.5	46.7	56.6	56.7
<b>Vehicle Noise:</b>	<b>68.9</b>	<b>62.2</b>	<b>59.1</b>	<b>54.4</b>	<b>62.9</b>	<b>63.4</b>

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	243
65 dBA	77
70 dBA	24
Mitigated	
60 dBA	
65 dBA	
70 dBA	



**Federal Highway Administration RD-77-108  
Traffic Noise Prediction Model (CALVENO)**

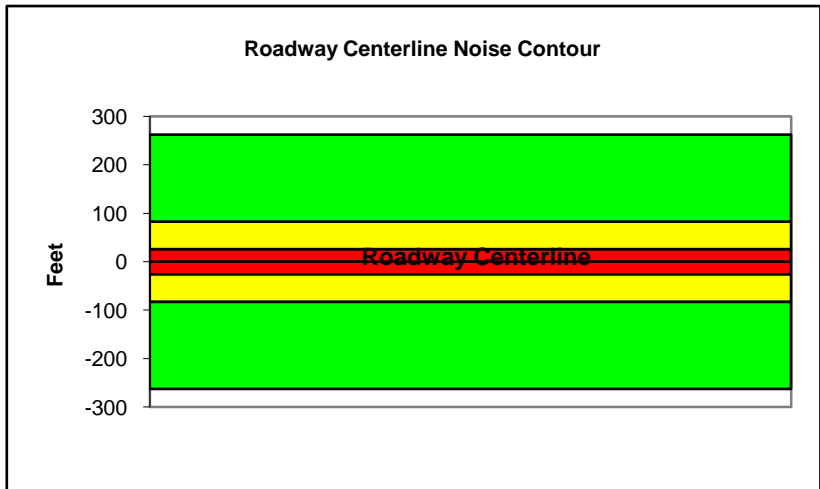
Project Name:	New San Diego Central Courthouse	Scenario:	Future
Analyst:	Monica Kling	Job #:	25104231
Roadway:	Broadway Street		
Road Segment:	Kettner to India		

PROJECT DATA			SITE DATA					
Centerline Dist to Barrier	0		Road Grade:	0				
Barrier (0=wall, 1= berm):	0		Average Daily Traffic:	15221				
Receiver Barrier Dist:	0		Peak Hour Traffic:	1522.1				
Centerline Dist. To Observer:	100		Vehicle Speed:	35				
Barrier Near Lane CL Dist:	0		Centerline Separation:	24				
Barrier Far lane CL Dist:	0		NOISE INPUTS					
Pad Elevation:	0.5		Site conditions HARD SITE					
Road Elevation:	0		FLEET MIX					
Observer Height (above grade):	0		Type	Day	Evening	Night	Daily	
Barrier Height:	0		Auto	0.775	0.129	0.096	0.9742	
Rt View: 90	Lft View:	-90	Med. Truck	0.848	0.049	0.103	0.0184	
NOISE SOURCE ELEVATIONS (Feet)			Heavy Truck	0.865	0.027	0.108	0.0074	
Autos:	0							
Medium Trucks:	2.3							
Heavy Trucks:	8							

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	51.8	60.6	58.8	52.8	61.4	62.0
Medium Trucks:	61.6	53.5	47.1	45.5	54.0	54.3
Heavy Trucks:	66.8	54.8	45.8	47.0	56.9	57.0
<b>Vehicle Noise:</b>	<b>69.2</b>	<b>62.6</b>	<b>59.4</b>	<b>54.7</b>	<b>63.3</b>	<b>63.7</b>

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	262
65 dBA	83
70 dBA	26
Mitigated	
60 dBA	
65 dBA	
70 dBA	



**Federal Highway Administration RD-77-108  
Traffic Noise Prediction Model (CALVENO)**

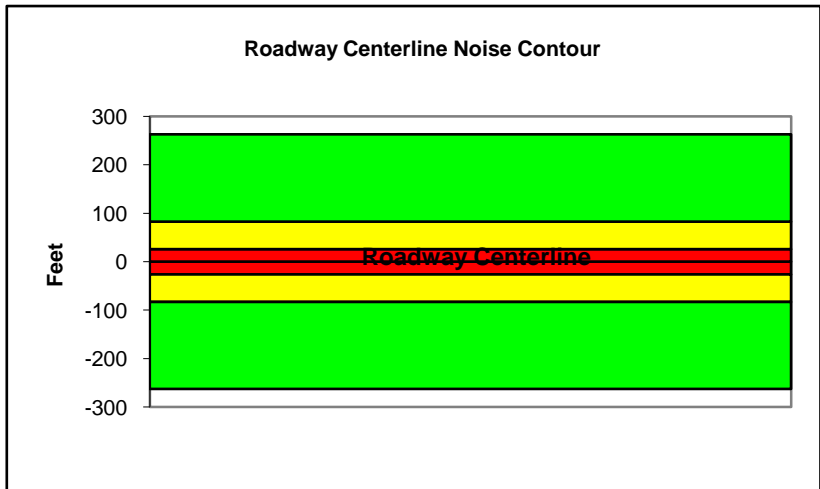
Project Name: New San Diego Central Courthouse      Scenario: Future Plus Project  
Analyst: Monica Kling      Job #: 25104231  
Roadway: Broadway Street  
Road Segment: Kettner to India

PROJECT DATA		SITE DATA				
Centerline Dist to Barrier	0	Road Grade:	0			
Barrier (0=wall, 1= berm):	0	Average Daily Traffic:	15255			
Receiver Barrier Dist:	0	Peak Hour Traffic:	1525.5			
Centerline Dist. To Observer:	100	Vehicle Speed:	35			
Barrier Near Lane CL Dist:	0	Centerline Separation:	24			
Barrier Far lane CL Dist:	0	NOISE INPUTS				
Pad Elevation:	0.5	Site conditions HARD SITE				
Road Elevation:	0	FLEET MIX				
Observer Height (above grade):	0	Type	Day	Evening	Night	Daily
Barrier Height:	0	Auto	0.775	0.129	0.096	0.9742
Rt View: 90	Lft View: -90	Med. Truck	0.848	0.049	0.103	0.0184
NOISE SOURCE ELEVATIONS (Feet)		Heavy Truck	0.865	0.027	0.108	0.0074
Autos:	0					
Medium Trucks:	2.3					
Heavy Trucks:	8					

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	51.9	60.6	58.8	52.8	61.4	62.0
Medium Trucks:	61.6	53.5	47.1	45.5	54.0	54.3
Heavy Trucks:	66.8	54.9	45.8	47.0	56.9	57.0
<b>Vehicle Noise:</b>	<b>69.2</b>	<b>62.6</b>	<b>59.4</b>	<b>54.7</b>	<b>63.3</b>	<b>63.7</b>

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	263
65 dBA	83
70 dBA	26
Mitigated	
60 dBA	
65 dBA	
70 dBA	



**Federal Highway Administration RD-77-108  
Traffic Noise Prediction Model (CALVENO)**

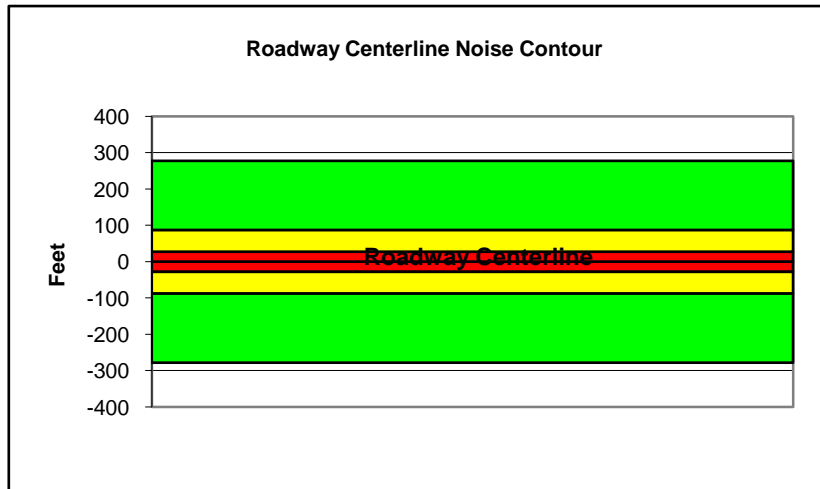
Project Name:	New San Diego Central Courthouse	Scenario:	Existing
Analyst:	Monica Kling	Job #:	25104231
Roadway:	Broadway		
Road Segment:	Union to front		

PROJECT DATA		SITE DATA				
Centerline Dist to Barrier	0	Road Grade:	0			
Barrier (0=wall, 1= berm):	0	Average Daily Traffic:	16130			
Receiver Barrier Dist:	0	Peak Hour Traffic:	1613			
Centerline Dist. To Observer:	100	Vehicle Speed:	35			
Barrier Near Lane CL Dist:	0	Centerline Separation:	24			
Barrier Far lane CL Dist:	0	<b>NOISE INPUTS</b>				
Pad Elevation:	0.5	Site conditions <b>HARD SITE</b>				
Road Elevation:	0	<b>FLEET MIX</b>				
Observer Height (above grade):	0	Type	Day	Evening	Night	Daily
Barrier Height:	0	Auto	0.775	0.129	0.096	0.9742
Rt View: <b>90</b>	Lft View: <b>-90</b>	Med. Truck	0.848	0.049	0.103	0.0184
<b>NOISE SOURCE ELEVATIONS (Feet)</b>		Heavy Truck	0.865	0.027	0.108	0.0074
Autos:	0					
Medium Trucks:	2.3					
Heavy Trucks:	8					

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	52.1	60.9	59.1	53.0	61.7	62.3
Medium Trucks:	61.8	53.7	47.4	45.8	54.3	54.5
Heavy Trucks:	67.0	55.1	46.0	47.3	57.2	57.3
<b>Vehicle Noise:</b>	<b>69.5</b>	<b>62.8</b>	<b>59.6</b>	<b>55.0</b>	<b>63.5</b>	<b>64.0</b>

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	278
65 dBA	88
70 dBA	28
Mitigated	
60 dBA	
65 dBA	
70 dBA	



**Federal Highway Administration RD-77-108  
Traffic Noise Prediction Model (CALVENO)**

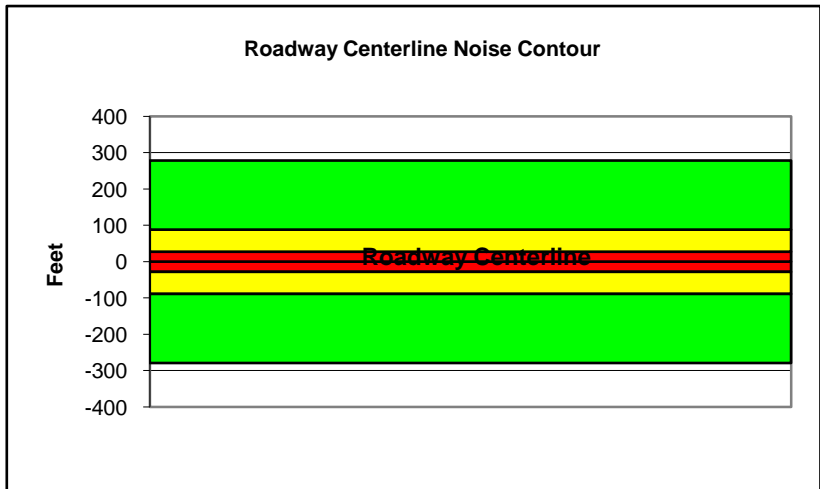
Project Name:	New San Diego Central Courthouse	Scenario:	Existing Plus Project
Analyst:	Monica Kling	Job #:	25104231
Roadway:	Broadway		
Road Segment:	Union to front		

PROJECT DATA			SITE DATA				
Centerline Dist to Barrier	0		Road Grade:	0			
Barrier (0=wall, 1= berm):	0		Average Daily Traffic:	16181			
Receiver Barrier Dist:	0		Peak Hour Traffic:	1618.1			
Centerline Dist. To Observer:	100		Vehicle Speed:	35			
Barrier Near Lane CL Dist:	0		Centerline Separation:	24			
Barrier Far lane CL Dist:	0		NOISE INPUTS				
Pad Elevation:	0.5		Site conditions HARD SITE				
Road Elevation:	0		FLEET MIX				
Observer Height (above grade):	0		Type	Day	Evening	Night	Daily
Barrier Height:	0		Auto	0.775	0.129	0.096	0.9742
Rt View: 90	Lft View:	-90	Med. Truck	0.848	0.049	0.103	0.0184
NOISE SOURCE ELEVATIONS (Feet)			Heavy Truck	0.865	0.027	0.108	0.0074
Autos:	0						
Medium Trucks:	2.3						
Heavy Trucks:	8						

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	52.1	60.9	59.1	53.0	61.7	62.3
Medium Trucks:	61.8	53.8	47.4	45.8	54.3	54.5
Heavy Trucks:	67.0	55.1	46.0	47.3	57.2	57.3
<b>Vehicle Noise:</b>	<b>69.5</b>	<b>62.8</b>	<b>59.7</b>	<b>55.0</b>	<b>63.5</b>	<b>64.0</b>

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	279
65 dBA	88
70 dBA	28
Mitigated	
60 dBA	
65 dBA	
70 dBA	



**Federal Highway Administration RD-77-108  
Traffic Noise Prediction Model (CALVENO)**

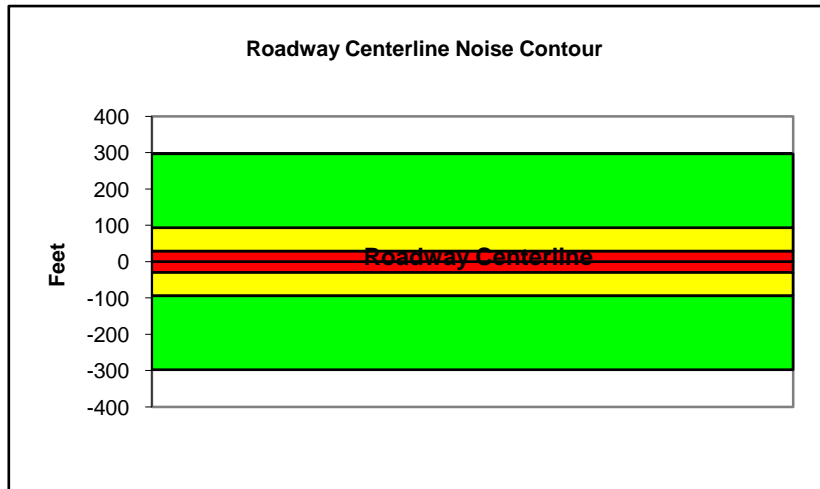
Project Name: New San Diego Central Courthouse      Scenario: Future  
Analyst: Monica Kling      Job #: 25104231  
Roadway: Broadway  
Road Segment: Union to front

PROJECT DATA		SITE DATA				
Centerline Dist to Barrier	0	Road Grade:	0			
Barrier (0=wall, 1= berm):	0	Average Daily Traffic:	17228			
Receiver Barrier Dist:	0	Peak Hour Traffic:	1722.8			
Centerline Dist. To Observer:	100	Vehicle Speed:	35			
Barrier Near Lane CL Dist:	0	Centerline Separation:	24			
Barrier Far lane CL Dist:	0	NOISE INPUTS				
Pad Elevation:	0.5	Site conditions HARD SITE				
Road Elevation:	0	FLEET MIX				
Observer Height (above grade):	0	Type	Day	Evening	Night	Daily
Barrier Height:	0	Auto	0.775	0.129	0.096	0.9742
Rt View: 90	Lft View: -90	Med. Truck	0.848	0.049	0.103	0.0184
NOISE SOURCE ELEVATIONS (Feet)		Heavy Truck	0.865	0.027	0.108	0.0074
Autos:	0					
Medium Trucks:	2.3					
Heavy Trucks:	8					

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	52.4	61.2	59.4	53.3	61.9	62.5
Medium Trucks:	62.1	54.0	47.6	46.1	54.6	54.8
Heavy Trucks:	67.3	55.4	46.3	47.5	57.4	57.6
<b>Vehicle Noise:</b>	<b>69.8</b>	<b>63.1</b>	<b>59.9</b>	<b>55.2</b>	<b>63.8</b>	<b>64.3</b>

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	297
65 dBA	94
70 dBA	30
Mitigated	
60 dBA	
65 dBA	
70 dBA	



**Federal Highway Administration RD-77-108  
Traffic Noise Prediction Model (CALVENO)**

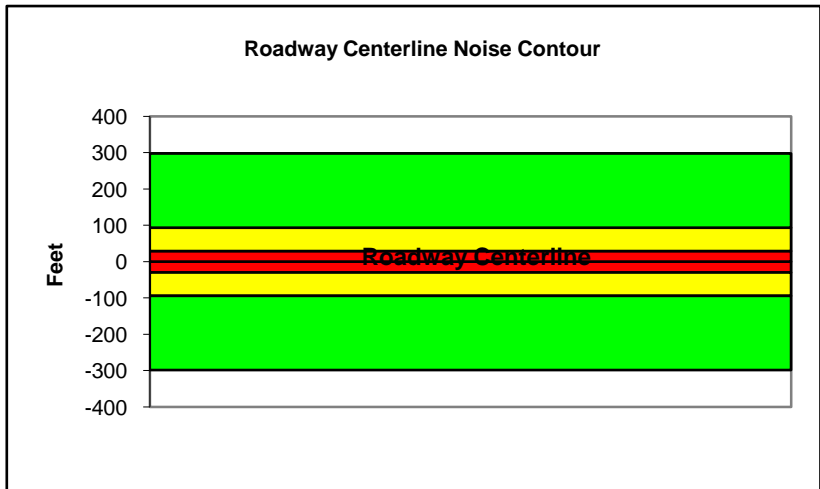
Project Name: New San Diego Central Courthouse      Scenario: Future Plus Project  
Analyst: Monica Kling      Job #: 25104231  
Roadway: Broadway  
Road Segment: Union to front

PROJECT DATA			SITE DATA					
Centerline Dist to Barrier	0		Road Grade:	0				
Barrier (0=wall, 1= berm):	0		Average Daily Traffic:	17279				
Receiver Barrier Dist:	0		Peak Hour Traffic:	1727.9				
Centerline Dist. To Observer:	100		Vehicle Speed:	35				
Barrier Near Lane CL Dist:	0		Centerline Separation:	24				
Barrier Far lane CL Dist:	0		NOISE INPUTS					
Pad Elevation:	0.5		Site conditions HARD SITE					
Road Elevation:	0		FLEET MIX					
Observer Height (above grade):	0		Type	Day	Evening	Night	Daily	
Barrier Height:	0		Auto	0.775	0.129	0.096	0.9742	
Rt View: 90	Lft View:	-90	Med. Truck	0.848	0.049	0.103	0.0184	
NOISE SOURCE ELEVATIONS (Feet)			Heavy Truck	0.865	0.027	0.108	0.0074	
Autos:	0							
Medium Trucks:	2.3							
Heavy Trucks:	8							

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	52.4	61.2	59.4	53.3	62.0	62.6
Medium Trucks:	62.1	54.0	47.7	46.1	54.6	54.8
Heavy Trucks:	67.3	55.4	46.3	47.6	57.5	57.6
<b>Vehicle Noise:</b>	<b>69.8</b>	<b>63.1</b>	<b>59.9</b>	<b>55.3</b>	<b>63.8</b>	<b>64.3</b>

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	298
65 dBA	94
70 dBA	30
Mitigated	
60 dBA	
65 dBA	
70 dBA	





# *C STREET*

## *TRAFFIC NOISE MODELING*

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**Federal Highway Administration RD-77-108  
Traffic Noise Prediction Model (CALVENO)**

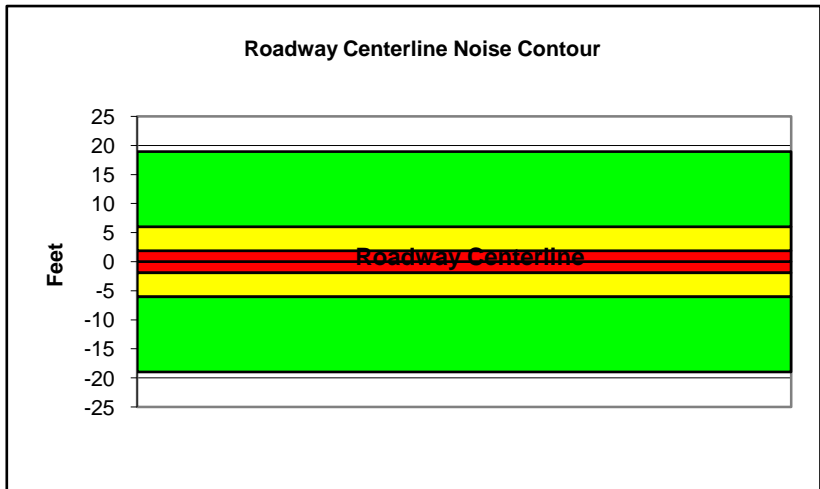
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Analyst: Monica Kling      Job #: 25104231  
Roadway: C Street  
Road Segment: Columbia to State

PROJECT DATA			SITE DATA					
Centerline Dist to Barrier	0		Road Grade:	0				
Barrier (0=wall, 1= berm):	0		Average Daily Traffic:	1100				
Receiver Barrier Dist:	0		Peak Hour Traffic:	110				
Centerline Dist. To Observer:	100		Vehicle Speed:	35				
Barrier Near Lane CL Dist:	0		Centerline Separation:	24				
Barrier Far lane CL Dist:	0		NOISE INPUTS					
Pad Elevation:	0.5		Site conditions <b>HARD SITE</b>					
Road Elevation:	0		FLEET MIX					
Observer Height (above grade):	0		Type	Day	Evening	Night	Daily	
Barrier Height:	0		Auto	0.775	0.129	0.096	0.9742	
Rt View: 90	Lft View:	-90	Med. Truck	0.848	0.049	0.103	0.0184	
NOISE SOURCE ELEVATIONS (Feet)			Heavy Truck	0.865	0.027	0.108	0.0074	
Autos:	0							
Medium Trucks:	2.3							
Heavy Trucks:	8							

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	40.4	49.2	47.4	41.3	50.0	50.6
Medium Trucks:	50.1	42.1	35.7	34.1	42.6	42.8
Heavy Trucks:	55.4	43.4	34.4	35.6	45.5	45.6
<b>Vehicle Noise:</b>	<b>57.8</b>	<b>51.2</b>	<b>48.0</b>	<b>43.3</b>	<b>51.9</b>	<b>52.3</b>

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	19
65 dBA	6
70 dBA	2
Mitigated	
60 dBA	
65 dBA	
70 dBA	



**Federal Highway Administration RD-77-108  
Traffic Noise Prediction Model (CALVENO)**

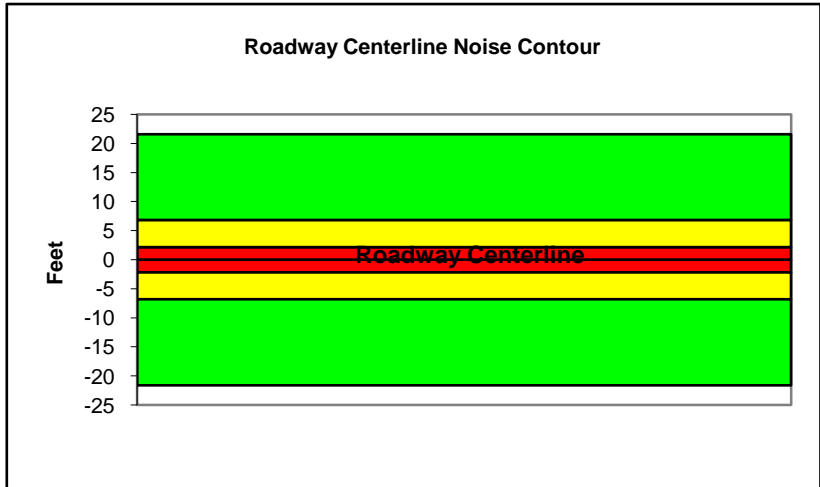
Project Name: New San Diego Central Courthouse      Scenario: Existing Plus Project  
Analyst: Monica Kling      Job #: 25104231  
Roadway: C Street  
Road Segment: Columbia to State

PROJECT DATA		SITE DATA				
Centerline Dist to Barrier	0	Road Grade:	0			
Barrier (0=wall, 1= berm):	0	Average Daily Traffic:	1254			
Receiver Barrier Dist:	0	Peak Hour Traffic:	125.4			
Centerline Dist. To Observer:	100	Vehicle Speed:	35			
Barrier Near Lane CL Dist:	0	Centerline Separation:	24			
Barrier Far lane CL Dist:	0	NOISE INPUTS				
Pad Elevation:	0.5	Site conditions <b>HARD SITE</b>				
Road Elevation:	0	FLEET MIX				
Observer Height (above grade):	0	Type	Day	Evening	Night	Daily
Barrier Height:	0	Auto	0.775	0.129	0.096	0.9742
Rt View: 90	Lft View: -90	Med. Truck	0.848	0.049	0.103	0.0184
NOISE SOURCE ELEVATIONS (Feet)		Heavy Truck	0.865	0.027	0.108	0.0074
Autos:	0					
Medium Trucks:	2.3					
Heavy Trucks:	8					

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	41.0	49.8	48.0	41.9	50.6	51.2
Medium Trucks:	50.7	42.7	36.3	34.7	43.2	43.4
Heavy Trucks:	55.9	44.0	34.9	36.2	46.1	46.2
<b>Vehicle Noise:</b>	<b>58.4</b>	<b>51.7</b>	<b>48.6</b>	<b>43.9</b>	<b>52.4</b>	<b>52.9</b>

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	22
65 dBA	7
70 dBA	2
Mitigated	
60 dBA	
65 dBA	
70 dBA	



**Federal Highway Administration RD-77-108  
Traffic Noise Prediction Model (CALVENO)**

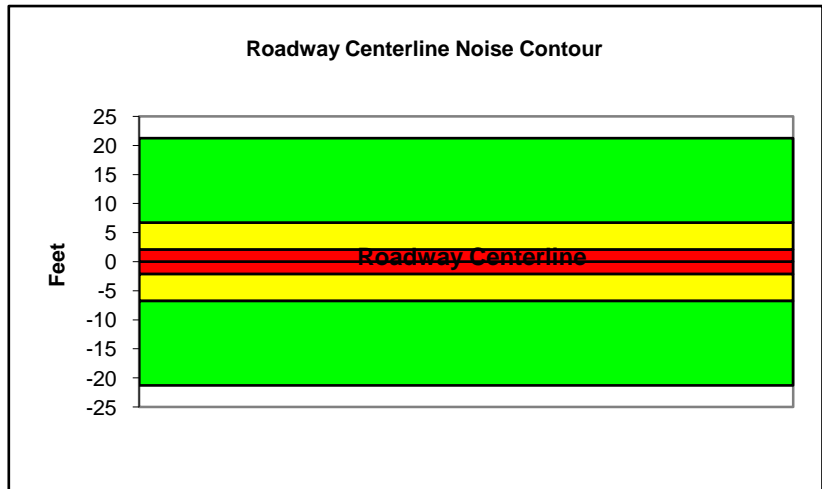
Project Name: New San Diego Central Courthouse      Scenario: Future  
Analyst: Monica Kling      Job #: 25104231  
Roadway: C Street  
Road Segment: Columbia to State

PROJECT DATA			SITE DATA					
Centerline Dist to Barrier	0		Road Grade:	0				
Barrier (0=wall, 1= berm):	0		Average Daily Traffic:	1234				
Receiver Barrier Dist:	0		Peak Hour Traffic:	123.4				
Centerline Dist. To Observer:	100		Vehicle Speed:	35				
Barrier Near Lane CL Dist:	0		Centerline Separation:	24				
Barrier Far lane CL Dist:	0		NOISE INPUTS					
Pad Elevation:	0.5		Site conditions HARD SITE					
Road Elevation:	0		FLEET MIX					
Observer Height (above grade):	0		Type	Day	Evening	Night	Daily	
Barrier Height:	0		Auto	0.775	0.129	0.096	0.9742	
Rt View: 90	Lft View:	-90	Med. Truck	0.848	0.049	0.103	0.0184	
NOISE SOURCE ELEVATIONS (Feet)			Heavy Truck	0.865	0.027	0.108	0.0074	
Autos:	0							
Medium Trucks:	2.3							
Heavy Trucks:	8							

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	40.9	49.7	47.9	41.8	50.5	51.1
Medium Trucks:	50.6	42.6	36.2	34.6	43.1	43.3
Heavy Trucks:	55.9	43.9	34.9	36.1	46.0	46.1
<b>Vehicle Noise:</b>	<b>58.3</b>	<b>51.7</b>	<b>48.5</b>	<b>43.8</b>	<b>52.4</b>	<b>52.8</b>

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	21
65 dBA	7
70 dBA	2
Mitigated	
60 dBA	
65 dBA	
70 dBA	



**Federal Highway Administration RD-77-108  
Traffic Noise Prediction Model (CALVENO)**

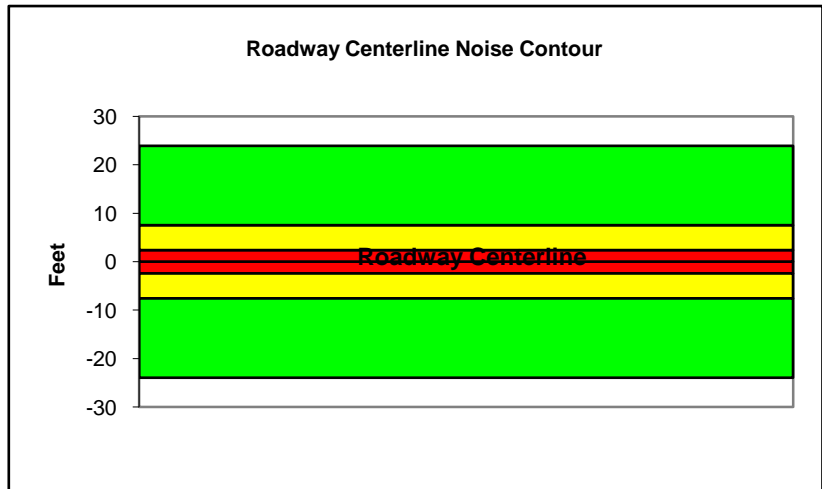
Project Name: New San Diego Central Courthouse      Scenario: Future Plus Project  
Analyst: Monica Kling      Job #: 25104231  
Roadway: C Street  
Road Segment: Columbia to State

PROJECT DATA			SITE DATA					
Centerline Dist to Barrier	0		Road Grade:	0				
Barrier (0=wall, 1= berm):	0		Average Daily Traffic:	1388				
Receiver Barrier Dist:	0		Peak Hour Traffic:	138.8				
Centerline Dist. To Observer:	100		Vehicle Speed:	35				
Barrier Near Lane CL Dist:	0		Centerline Separation:	24				
Barrier Far lane CL Dist:	0		NOISE INPUTS					
Pad Elevation:	0.5		Site conditions HARD SITE					
Road Elevation:	0		FLEET MIX					
Observer Height (above grade):	0		Type	Day	Evening	Night	Daily	
Barrier Height:	0		Auto	0.775	0.129	0.096	0.9742	
Rt View: 90	Lft View:	-90	Med. Truck	0.848	0.049	0.103	0.0184	
NOISE SOURCE ELEVATIONS (Feet)			Heavy Truck	0.865	0.027	0.108	0.0074	
Autos:	0							
Medium Trucks:	2.3							
Heavy Trucks:	8							

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	41.4	50.2	48.4	42.4	51.0	51.6
Medium Trucks:	51.2	43.1	36.7	35.1	43.6	43.9
Heavy Trucks:	56.4	44.4	35.4	36.6	46.5	46.6
<b>Vehicle Noise:</b>	<b>58.8</b>	<b>52.2</b>	<b>49.0</b>	<b>44.3</b>	<b>52.9</b>	<b>53.3</b>

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	24
65 dBA	8
70 dBA	2
Mitigated	
60 dBA	
65 dBA	
70 dBA	



# ***FIRST AVENUE***

## ***TRAFFIC NOISE MODELING***

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**Federal Highway Administration RD-77-108  
Traffic Noise Prediction Model (CALVENO)**

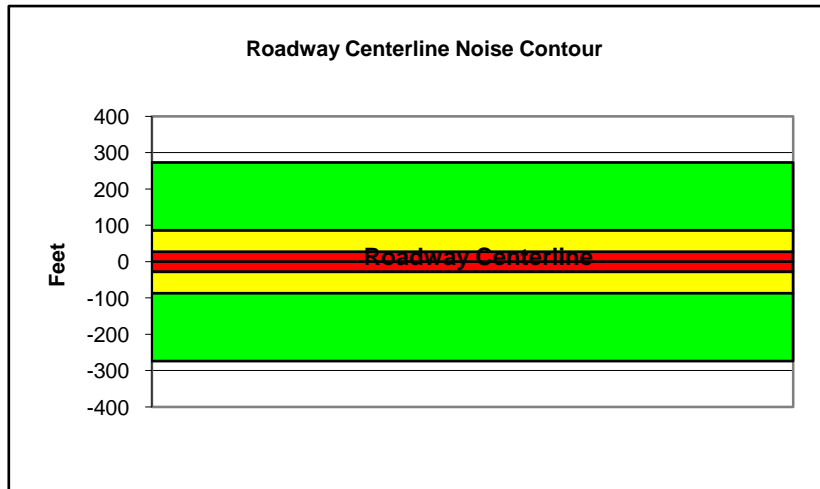
Project Name: New San Diego Central Courthouse      Scenario: Existing  
Analyst: Monica Kling      Job #: 25104231  
Roadway: First Avenue  
Road Segment: A Street to B Street

PROJECT DATA			SITE DATA					
Centerline Dist to Barrier	0		Road Grade:	0				
Barrier (0=wall, 1= berm):	0		Average Daily Traffic:	15849				
Receiver Barrier Dist:	0		Peak Hour Traffic:	1584.9				
Centerline Dist. To Observer:	100		Vehicle Speed:	35				
Barrier Near Lane CL Dist:	0		Centerline Separation:	24				
Barrier Far lane CL Dist:	0		NOISE INPUTS					
Pad Elevation:	0.5		Site conditions <b>HARD SITE</b>					
Road Elevation:	0		FLEET MIX					
Observer Height (above grade):	0		Type	Day	Evening	Night	Daily	
Barrier Height:	0		Auto	0.775	0.129	0.096	0.9742	
Rt View: 90	Lft View: -90		Med. Truck	0.848	0.049	0.103	0.0184	
NOISE SOURCE ELEVATIONS (Feet)			Heavy Truck	0.865	0.027	0.108	0.0074	
Autos:	0							
Medium Trucks:	2.3							
Heavy Trucks:	8							

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	52.0	60.8	59.0	52.9	61.6	62.2
Medium Trucks:	61.7	53.7	47.3	45.7	54.2	54.4
Heavy Trucks:	67.0	55.0	46.0	47.2	57.1	57.2
<b>Vehicle Noise:</b>	<b>69.4</b>	<b>62.8</b>	<b>59.6</b>	<b>54.9</b>	<b>63.4</b>	<b>63.9</b>

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	273
65 dBA	86
70 dBA	27
Mitigated	
60 dBA	
65 dBA	
70 dBA	



**Federal Highway Administration RD-77-108  
Traffic Noise Prediction Model (CALVENO)**

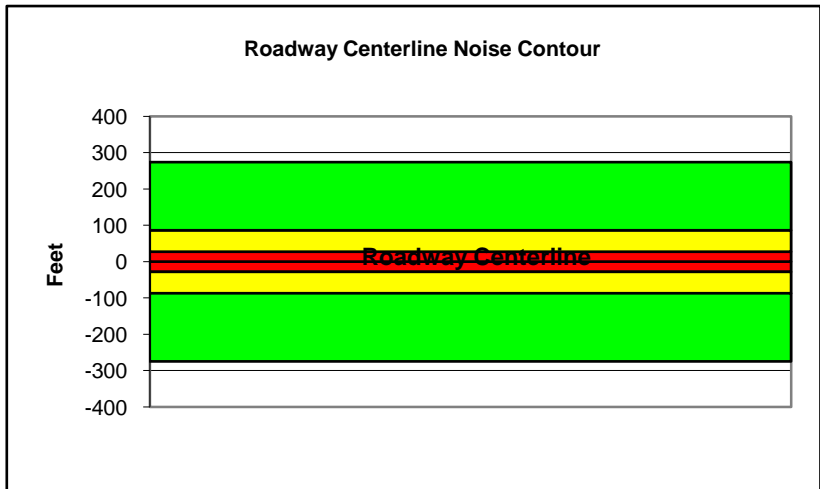
Project Name:	New San Diego Central Courthouse	Scenario:	Existing Plus Project
Analyst:	Monica Kling	Job #:	25104231
Roadway:	First Avenue		
Road Segment:	A Street to B Street		

PROJECT DATA			SITE DATA					
Centerline Dist to Barrier	0		Road Grade:	0				
Barrier (0=wall, 1= berm):	0		Average Daily Traffic:	15917				
Receiver Barrier Dist:	0		Peak Hour Traffic:	1591.7				
Centerline Dist. To Observer:	100		Vehicle Speed:	35				
Barrier Near Lane CL Dist:	0		Centerline Separation:	24				
Barrier Far lane CL Dist:	0		NOISE INPUTS					
Pad Elevation:	0.5		Site conditions HARD SITE					
Road Elevation:	0		FLEET MIX					
Observer Height (above grade):	0		Type	Day	Evening	Night	Daily	
Barrier Height:	0		Auto	0.775	0.129	0.096	0.9742	
Rt View: 90	Lft View: -90		Med. Truck	0.848	0.049	0.103	0.0184	
NOISE SOURCE ELEVATIONS (Feet)			Heavy Truck	0.865	0.027	0.108	0.0074	
Autos:	0							
Medium Trucks:	2.3							
Heavy Trucks:	8							

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	52.0	60.8	59.0	52.9	61.6	62.2
Medium Trucks:	61.8	53.7	47.3	45.7	54.2	54.5
Heavy Trucks:	67.0	55.0	46.0	47.2	57.1	57.2
Vehicle Noise:	69.4	62.8	59.6	54.9	63.5	63.9

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	275
65 dBA	87
70 dBA	27
Mitigated	
60 dBA	
65 dBA	
70 dBA	



**Federal Highway Administration RD-77-108  
Traffic Noise Prediction Model (CALVENO)**

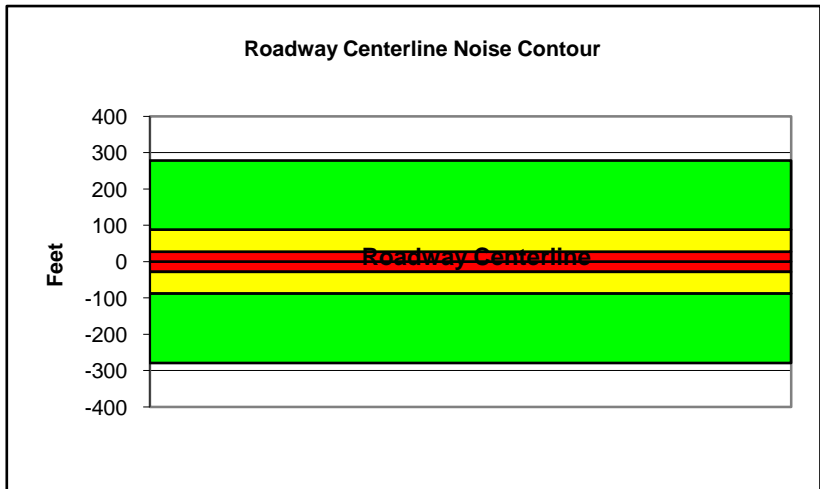
Project Name: New San Diego Central Courthouse      Scenario: Future  
Analyst: Monica Kling      Job #: 25104231  
Roadway: First Avenue  
Road Segment: A Street to B Street

PROJECT DATA			SITE DATA					
Centerline Dist to Barrier	0		Road Grade:	0				
Barrier (0=wall, 1= berm):	0		Average Daily Traffic:	16135				
Receiver Barrier Dist:	0		Peak Hour Traffic:	1613.5				
Centerline Dist. To Observer:	100		Vehicle Speed:	35				
Barrier Near Lane CL Dist:	0		Centerline Separation:	24				
Barrier Far lane CL Dist:	0		NOISE INPUTS					
Pad Elevation:	0.5		Site conditions HARD SITE					
Road Elevation:	0		FLEET MIX					
Observer Height (above grade):	0		Type	Day	Evening	Night	Daily	
Barrier Height:	0		Auto	0.775	0.129	0.096	0.9742	
Rt View: 90	Lft View:	-90	Med. Truck	0.848	0.049	0.103	0.0184	
NOISE SOURCE ELEVATIONS (Feet)			Heavy Truck	0.865	0.027	0.108	0.0074	
Autos:	0							
Medium Trucks:	2.3							
Heavy Trucks:	8							

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	52.1	60.9	59.1	53.0	61.7	62.3
Medium Trucks:	61.8	53.7	47.4	45.8	54.3	54.5
Heavy Trucks:	67.0	55.1	46.0	47.3	57.2	57.3
<b>Vehicle Noise:</b>	<b>69.5</b>	<b>62.8</b>	<b>59.6</b>	<b>55.0</b>	<b>63.5</b>	<b>64.0</b>

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	278
65 dBA	88
70 dBA	28
Mitigated	
60 dBA	
65 dBA	
70 dBA	



**Federal Highway Administration RD-77-108  
Traffic Noise Prediction Model (CALVENO)**

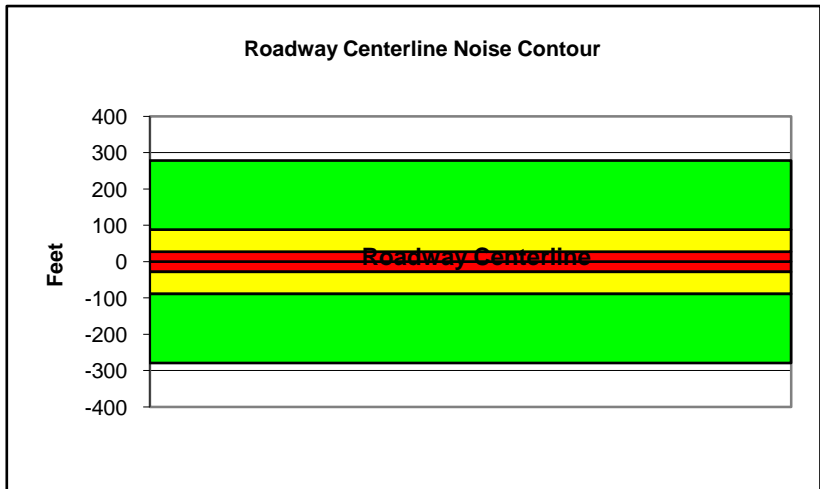
Project Name: New San Diego Central Courthouse      Scenario: Future Plus Project  
Analyst: Monica Kling      Job #: 25104231  
Roadway: First Avenue  
Road Segment: A Street to B Street

PROJECT DATA		SITE DATA				
Centerline Dist to Barrier	0	Road Grade:	0			
Barrier (0=wall, 1= berm):	0	Average Daily Traffic:	16203			
Receiver Barrier Dist:	0	Peak Hour Traffic:	1620.3			
Centerline Dist. To Observer:	100	Vehicle Speed:	35			
Barrier Near Lane CL Dist:	0	Centerline Separation:	24			
Barrier Far lane CL Dist:	0	NOISE INPUTS				
Pad Elevation:	0.5	Site conditions <b>HARD SITE</b>				
Road Elevation:	0	FLEET MIX				
Observer Height (above grade):	0	Type	Day	Evening	Night	Daily
Barrier Height:	0	Auto	0.775	0.129	0.096	0.9742
Rt View: 90	Lft View: -90	Med. Truck	0.848	0.049	0.103	0.0184
NOISE SOURCE ELEVATIONS (Feet)		Heavy Truck	0.865	0.027	0.108	0.0074
Autos:	0					
Medium Trucks:	2.3					
Heavy Trucks:	8					

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	52.1	60.9	59.1	53.0	61.7	62.3
Medium Trucks:	61.8	53.8	47.4	45.8	54.3	54.5
Heavy Trucks:	67.0	55.1	46.1	47.3	57.2	57.3
<b>Vehicle Noise:</b>	<b>69.5</b>	<b>62.8</b>	<b>59.7</b>	<b>55.0</b>	<b>63.5</b>	<b>64.0</b>

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	279
65 dBA	88
70 dBA	28
Mitigated	
60 dBA	
65 dBA	
70 dBA	



**Federal Highway Administration RD-77-108  
Traffic Noise Prediction Model (CALVENO)**

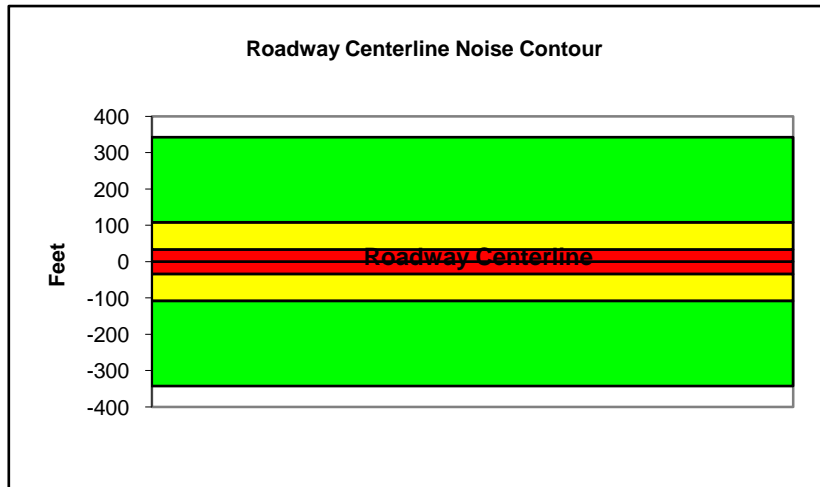
Project Name:	New San Diego Central Courthouse	Scenario:	Existing
Analyst:	Monica Kling	Job #:	25104231
Roadway:	First Street		
Road Segment:	Ash Street to A Street		

PROJECT DATA		SITE DATA				
Centerline Dist to Barrier	0	Road Grade:	0			
Barrier (0=wall, 1= berm):	0	Average Daily Traffic:	19860			
Receiver Barrier Dist:	0	Peak Hour Traffic:	1986			
Centerline Dist. To Observer:	100	Vehicle Speed:	35			
Barrier Near Lane CL Dist:	0	Centerline Separation:	24			
Barrier Far lane CL Dist:	0	<b>NOISE INPUTS</b>				
Pad Elevation:	0.5	Site conditions <b>HARD SITE</b>				
Road Elevation:	0	<b>FLEET MIX</b>				
Observer Height (above grade):	0	Type	Day	Evening	Night	Daily
Barrier Height:	0	Auto	0.775	0.129	0.096	0.9742
Rt View: <b>90</b>	Lft View: <b>-90</b>	Med. Truck	0.848	0.049	0.103	0.0184
<b>NOISE SOURCE ELEVATIONS (Feet)</b>		Heavy Truck	0.865	0.027	0.108	0.0074
Autos:	0					
Medium Trucks:	2.3					
Heavy Trucks:	8					

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	53.0	61.8	60.0	53.9	62.6	63.2
Medium Trucks:	62.7	54.6	48.3	46.7	55.2	55.4
Heavy Trucks:	67.9	56.0	46.9	48.2	58.1	58.2
<b>Vehicle Noise:</b>	<b>70.4</b>	<b>63.7</b>	<b>60.5</b>	<b>55.9</b>	<b>64.4</b>	<b>64.9</b>

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	343
65 dBA	108
70 dBA	34
Mitigated	
60 dBA	
65 dBA	
70 dBA	



**Federal Highway Administration RD-77-108  
Traffic Noise Prediction Model (CALVENO)**

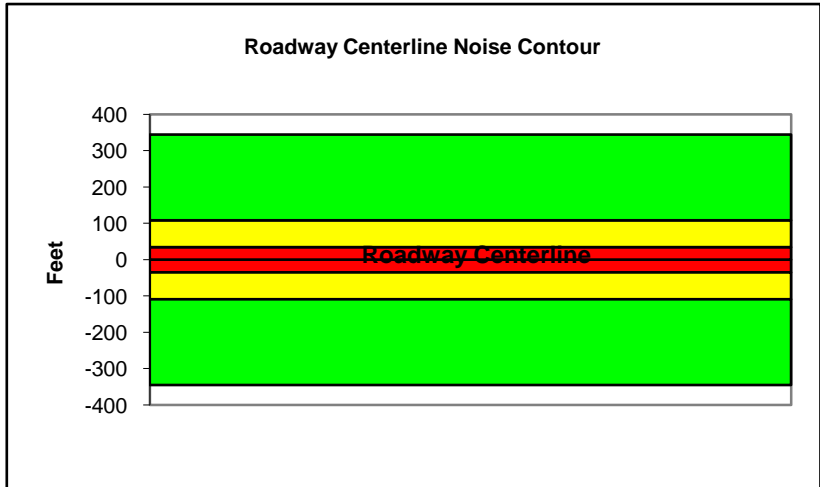
Project Name:	New San Diego Central Courthouse	Scenario:	Existing Plus Project
Analyst:	Monica Kling	Job #:	25104231
Roadway:	First Street		
Road Segment:	Ash Street to A Street		

PROJECT DATA			SITE DATA				
Centerline Dist to Barrier	0		Road Grade:	0			
Barrier (0=wall, 1= berm):	0		Average Daily Traffic:	19988			
Receiver Barrier Dist:	0		Peak Hour Traffic:	1998.8			
Centerline Dist. To Observer:	100		Vehicle Speed:	35			
Barrier Near Lane CL Dist:	0		Centerline Separation:	24			
Barrier Far lane CL Dist:	0		NOISE INPUTS				
Pad Elevation:	0.5		Site conditions <b>HARD SITE</b>				
Road Elevation:	0		FLEET MIX				
Observer Height (above grade):	0		Type	Day	Evening	Night	Daily
Barrier Height:	0		Auto	0.775	0.129	0.096	0.9742
Rt View: 90	Lft View:	-90	Med. Truck	0.848	0.049	0.103	0.0184
NOISE SOURCE ELEVATIONS (Feet)			Heavy Truck	0.865	0.027	0.108	0.0074
Autos:	0						
Medium Trucks:	2.3						
Heavy Trucks:	8						

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	53.0	61.8	60.0	53.9	62.6	63.2
Medium Trucks:	62.7	54.7	48.3	46.7	55.2	55.4
Heavy Trucks:	68.0	56.0	47.0	48.2	58.1	58.2
Vehicle Noise:	70.4	63.8	60.6	55.9	64.5	64.9

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	345
65 dBA	109
70 dBA	34
Mitigated	
60 dBA	
65 dBA	
70 dBA	



**Federal Highway Administration RD-77-108  
Traffic Noise Prediction Model (CALVENO)**

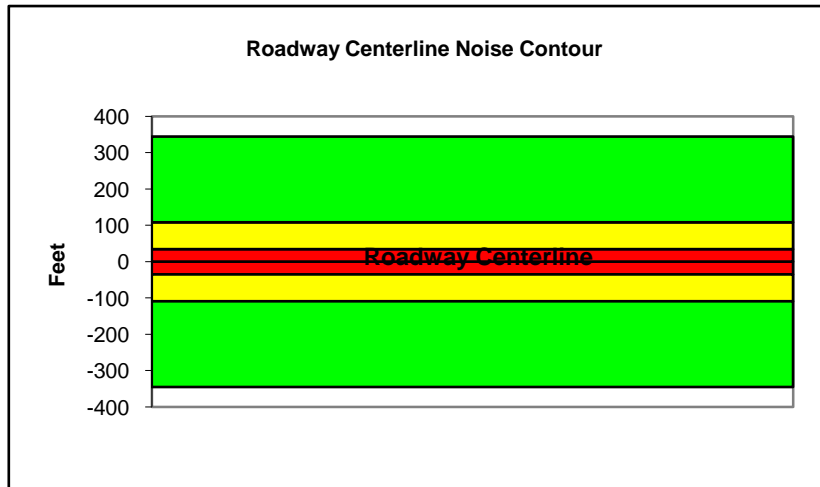
Project Name: New San Diego Central Courthouse      Scenario: Future  
Analyst: Monica Kling      Job #: 25104231  
Roadway: First Street  
Road Segment: Ash Street to A Street

PROJECT DATA		SITE DATA				
Centerline Dist to Barrier	0	Road Grade:	0			
Barrier (0=wall, 1= berm):	0	Average Daily Traffic:	20022			
Receiver Barrier Dist:	0	Peak Hour Traffic:	2002.2			
Centerline Dist. To Observer:	100	Vehicle Speed:	35			
Barrier Near Lane CL Dist:	0	Centerline Separation:	24			
Barrier Far lane CL Dist:	0	NOISE INPUTS				
Pad Elevation:	0.5	Site conditions HARD SITE				
Road Elevation:	0	FLEET MIX				
Observer Height (above grade):	0	Type	Day	Evening	Night	Daily
Barrier Height:	0	Auto	0.775	0.129	0.096	0.9742
Rt View: 90	Lft View: -90	Med. Truck	0.848	0.049	0.103	0.0184
NOISE SOURCE ELEVATIONS (Feet)		Heavy Truck	0.865	0.027	0.108	0.0074
Autos:	0					
Medium Trucks:	2.3					
Heavy Trucks:	8					

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	53.0	61.8	60.0	53.9	62.6	63.2
Medium Trucks:	62.8	54.7	48.3	46.7	55.2	55.4
Heavy Trucks:	68.0	56.0	47.0	48.2	58.1	58.2
<b>Vehicle Noise:</b>	<b>70.4</b>	<b>63.8</b>	<b>60.6</b>	<b>55.9</b>	<b>64.5</b>	<b>64.9</b>

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	345
65 dBA	109
70 dBA	34
Mitigated	
60 dBA	
65 dBA	
70 dBA	



**Federal Highway Administration RD-77-108  
Traffic Noise Prediction Model (CALVENO)**

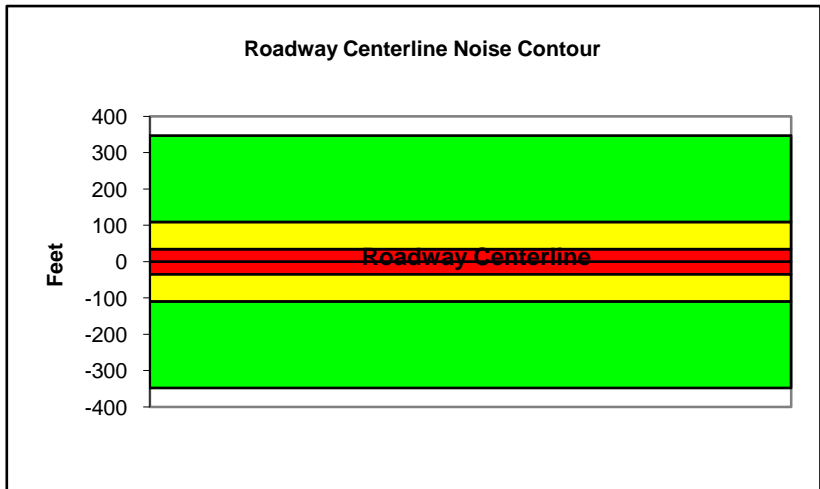
Project Name:	New San Diego Central Courthouse	Scenario:	Future Plus Project
Analyst:	Monica Kling	Job #:	25104231
Roadway:	First Street		
Road Segment:	Ash Street to A Street		

PROJECT DATA		SITE DATA				
Centerline Dist to Barrier	0	Road Grade:	0			
Barrier (0=wall, 1= berm):	0	Average Daily Traffic:	20150			
Receiver Barrier Dist:	0	Peak Hour Traffic:	2015			
Centerline Dist. To Observer:	100	Vehicle Speed:	35			
Barrier Near Lane CL Dist:	0	Centerline Separation:	24			
Barrier Far lane CL Dist:	0	NOISE INPUTS				
Pad Elevation:	0.5	Site conditions <b>HARD SITE</b>				
Road Elevation:	0	FLEET MIX				
Observer Height (above grade):	0	Type	Day	Evening	Night	Daily
Barrier Height:	0	Auto	0.775	0.129	0.096	0.9742
Rt View: 90	Lft View: -90	Med. Truck	0.848	0.049	0.103	0.0184
NOISE SOURCE ELEVATIONS (Feet)		Heavy Truck	0.865	0.027	0.108	0.0074
Autos:	0					
Medium Trucks:	2.3					
Heavy Trucks:	8					

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	53.1	61.8	60.1	54.0	62.6	63.2
Medium Trucks:	62.8	54.7	48.3	46.8	55.2	55.5
Heavy Trucks:	68.0	56.1	47.0	48.2	58.1	58.3
<b>Vehicle Noise:</b>	<b>70.4</b>	<b>63.8</b>	<b>60.6</b>	<b>55.9</b>	<b>64.5</b>	<b>64.9</b>

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	347
65 dBA	110
70 dBA	35
Mitigated	
60 dBA	
65 dBA	
70 dBA	





# *FRONT STREET*

## *TRAFFIC NOISE MODELING*

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**Federal Highway Administration RD-77-108  
Traffic Noise Prediction Model (CALVENO)**

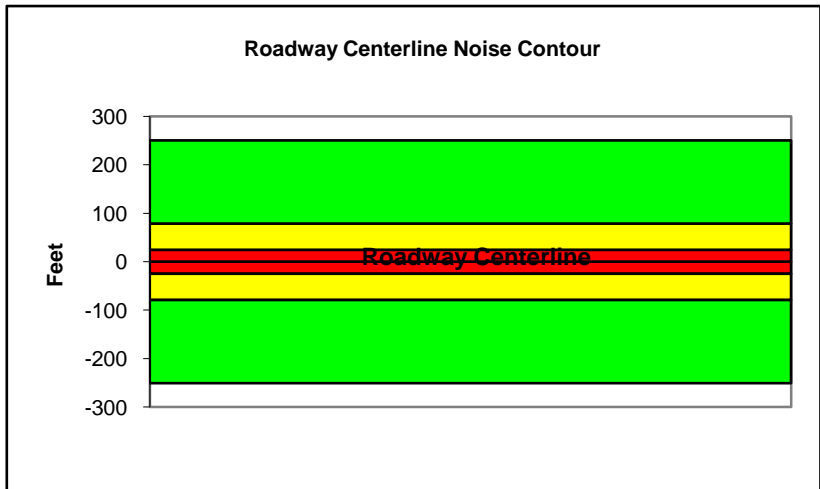
Project Name: New San Diego Central Courthouse      Scenario: Existing  
Analyst: Monica Kling      Job #: 25104231  
Roadway: Front Street  
Road Segment: A Street to B Street

PROJECT DATA		SITE DATA				
Centerline Dist to Barrier	0	Road Grade:	0			
Barrier (0=wall, 1= berm):	0	Average Daily Traffic:	14532			
Receiver Barrier Dist:	0	Peak Hour Traffic:	1453.2			
Centerline Dist. To Observer:	100	Vehicle Speed:	35			
Barrier Near Lane CL Dist:	0	Centerline Separation:	24			
Barrier Far lane CL Dist:	0	NOISE INPUTS				
Pad Elevation:	0.5	Site conditions HARD SITE				
Road Elevation:	0	FLEET MIX				
Observer Height (above grade):	0	Type	Day	Evening	Night	Daily
Barrier Height:	0	Auto	0.775	0.129	0.096	0.9742
Rt View: 90	Lft View: -90	Med. Truck	0.848	0.049	0.103	0.0184
NOISE SOURCE ELEVATIONS (Feet)		Heavy Truck	0.865	0.027	0.108	0.0074
Autos:	0					
Medium Trucks:	2.3					
Heavy Trucks:	8					

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	51.6	60.4	58.6	52.5	61.2	61.8
Medium Trucks:	61.4	53.3	46.9	45.3	53.8	54.1
Heavy Trucks:	66.6	54.6	45.6	46.8	56.7	56.8
<b>Vehicle Noise:</b>	<b>69.0</b>	<b>62.4</b>	<b>59.2</b>	<b>54.5</b>	<b>63.1</b>	<b>63.5</b>

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	250
65 dBA	79
70 dBA	25
Mitigated	
60 dBA	
65 dBA	
70 dBA	



**Federal Highway Administration RD-77-108  
Traffic Noise Prediction Model (CALVENO)**

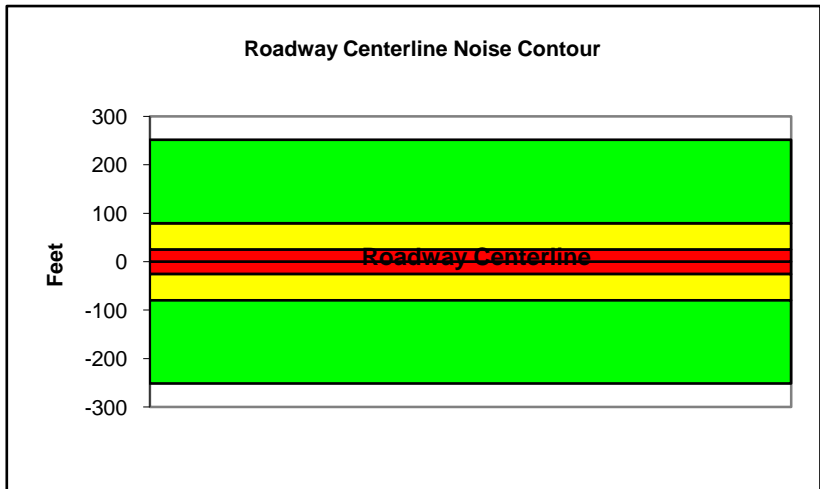
Project Name: New San Diego Central Courthouse      Scenario: Existing Plus Project  
Analyst: Monica Kling      Job #: 25104231  
Roadway: Front Street  
Road Segment: A Street to B Street

PROJECT DATA			SITE DATA					
Centerline Dist to Barrier	0		Road Grade:	0				
Barrier (0=wall, 1= berm):	0		Average Daily Traffic:	14600				
Receiver Barrier Dist:	0		Peak Hour Traffic:	1460				
Centerline Dist. To Observer:	100		Vehicle Speed:	35				
Barrier Near Lane CL Dist:	0		Centerline Separation:	24				
Barrier Far lane CL Dist:	0		NOISE INPUTS					
Pad Elevation:	0.5		Site conditions HARD SITE					
Road Elevation:	0		FLEET MIX					
Observer Height (above grade):	0		Type	Day	Evening	Night	Daily	
Barrier Height:	0		Auto	0.775	0.129	0.096	0.9742	
Rt View: 90	Lft View:	-90	Med. Truck	0.848	0.049	0.103	0.0184	
NOISE SOURCE ELEVATIONS (Feet)			Heavy Truck	0.865	0.027	0.108	0.0074	
Autos:	0							
Medium Trucks:	2.3							
Heavy Trucks:	8							

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	51.7	60.4	58.7	52.6	61.2	61.8
Medium Trucks:	61.4	53.3	46.9	45.4	53.8	54.1
Heavy Trucks:	66.6	54.7	45.6	46.8	56.7	56.9
<b>Vehicle Noise:</b>	<b>69.0</b>	<b>62.4</b>	<b>59.2</b>	<b>54.5</b>	<b>63.1</b>	<b>63.5</b>

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	252
65 dBA	80
70 dBA	25
Mitigated	
60 dBA	
65 dBA	
70 dBA	



**Federal Highway Administration RD-77-108  
Traffic Noise Prediction Model (CALVENO)**

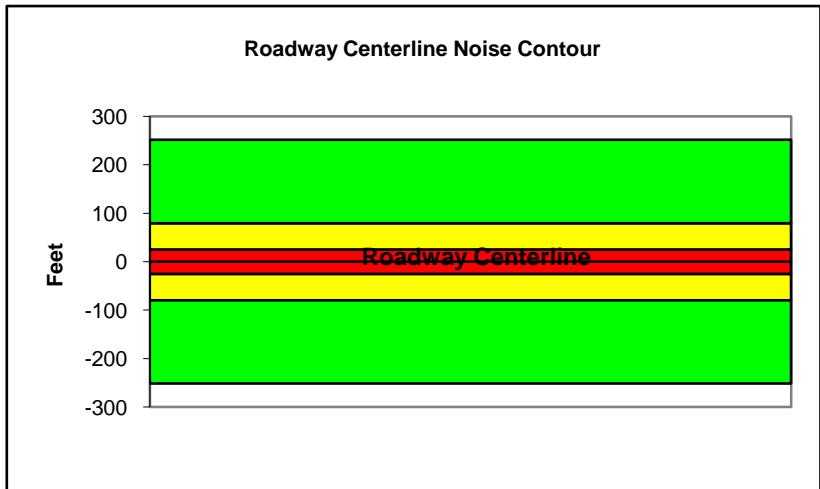
Project Name: New San Diego Central Courthouse      Scenario: Future  
Analyst: Monica Kling      Job #: 25104231  
Roadway: Front Street  
Road Segment: A Street to B Street

PROJECT DATA			SITE DATA					
Centerline Dist to Barrier	0		Road Grade:	0				
Barrier (0=wall, 1= berm):	0		Average Daily Traffic:	14600				
Receiver Barrier Dist:	0		Peak Hour Traffic:	1460				
Centerline Dist. To Observer:	100		Vehicle Speed:	35				
Barrier Near Lane CL Dist:	0		Centerline Separation:	24				
Barrier Far lane CL Dist:	0		NOISE INPUTS					
Pad Elevation:	0.5		Site conditions <b>HARD SITE</b>					
Road Elevation:	0		FLEET MIX					
Observer Height (above grade):	0		Type	Day	Evening	Night	Daily	
Barrier Height:	0		Auto	0.775	0.129	0.096	0.9742	
Rt View: 90	Lft View:	-90	Med. Truck	0.848	0.049	0.103	0.0184	
NOISE SOURCE ELEVATIONS (Feet)			Heavy Truck	0.865	0.027	0.108	0.0074	
Autos:	0							
Medium Trucks:	2.3							
Heavy Trucks:	8							

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	51.7	60.4	58.7	52.6	61.2	61.8
Medium Trucks:	61.4	53.3	46.9	45.4	53.8	54.1
Heavy Trucks:	66.6	54.7	45.6	46.8	56.7	56.9
<b>Vehicle Noise:</b>	<b>69.0</b>	<b>62.4</b>	<b>59.2</b>	<b>54.5</b>	<b>63.1</b>	<b>63.5</b>

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	252
65 dBA	80
70 dBA	25
Mitigated	
60 dBA	
65 dBA	
70 dBA	



**Federal Highway Administration RD-77-108  
Traffic Noise Prediction Model (CALVENO)**

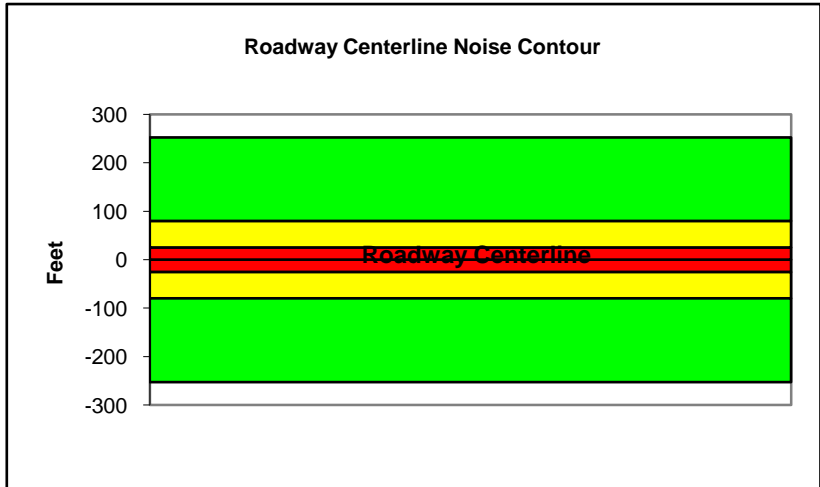
Project Name: New San Diego Central Courthouse      Scenario: Future Plus Project  
Analyst: Monica Kling      Job #: 25104231  
Roadway: Front Street  
Road Segment: A Street to B Street

PROJECT DATA		SITE DATA				
Centerline Dist to Barrier	0	Road Grade:	0			
Barrier (0=wall, 1= berm):	0	Average Daily Traffic:	14669			
Receiver Barrier Dist:	0	Peak Hour Traffic:	1466.9			
Centerline Dist. To Observer:	100	Vehicle Speed:	35			
Barrier Near Lane CL Dist:	0	Centerline Separation:	24			
Barrier Far lane CL Dist:	0	NOISE INPUTS				
Pad Elevation:	0.5	Site conditions <b>HARD SITE</b>				
Road Elevation:	0	FLEET MIX				
Observer Height (above grade):	0	Type	Day	Evening	Night	Daily
Barrier Height:	0	Auto	0.775	0.129	0.096	0.9742
Rt View: 90	Lft View: -90	Med. Truck	0.848	0.049	0.103	0.0184
NOISE SOURCE ELEVATIONS (Feet)		Heavy Truck	0.865	0.027	0.108	0.0074
Autos:	0					
Medium Trucks:	2.3					
Heavy Trucks:	8					

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	51.7	60.5	58.7	52.6	61.2	61.8
Medium Trucks:	61.4	53.3	46.9	45.4	53.9	54.1
Heavy Trucks:	66.6	54.7	45.6	46.8	56.7	56.9
<b>Vehicle Noise:</b>	<b>69.1</b>	<b>62.4</b>	<b>59.2</b>	<b>54.5</b>	<b>63.1</b>	<b>63.6</b>

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	253
65 dBA	80
70 dBA	25
Mitigated	
60 dBA	
65 dBA	
70 dBA	



**Federal Highway Administration RD-77-108  
Traffic Noise Prediction Model (CALVENO)**

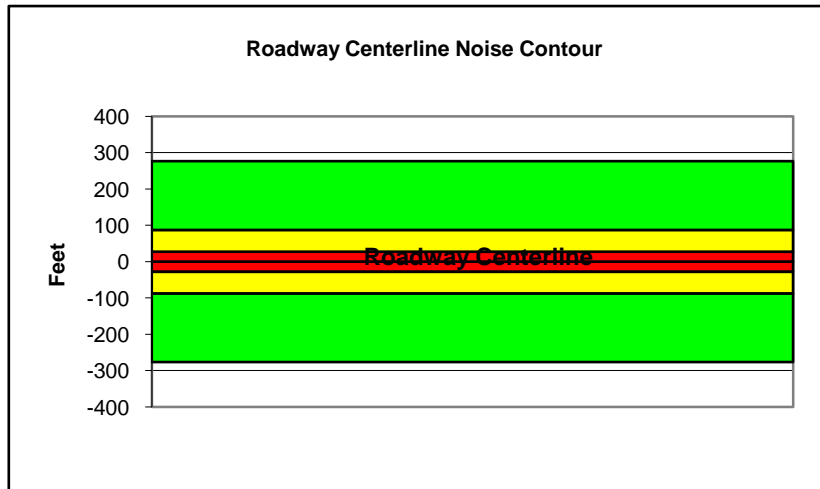
Project Name: New San Diego Central Courthouse      Scenario: Existing  
Analyst: Monica Kling      Job #: 25104231  
Roadway: Front Street  
Road Segment: Ash Street to A Street

PROJECT DATA			SITE DATA					
Centerline Dist to Barrier	0		Road Grade:	0				
Barrier (0=wall, 1= berm):	0		Average Daily Traffic:	16025				
Receiver Barrier Dist:	0		Peak Hour Traffic:	1602.5				
Centerline Dist. To Observer:	100		Vehicle Speed:	35				
Barrier Near Lane CL Dist:	0		Centerline Separation:	24				
Barrier Far lane CL Dist:	0		NOISE INPUTS					
Pad Elevation:	0.5		Site conditions HARD SITE					
Road Elevation:	0		FLEET MIX					
Observer Height (above grade):	0		Type	Day	Evening	Night	Daily	
Barrier Height:	0		Auto	0.775	0.129	0.096	0.9742	
Rt View: 90	Lft View: -90		Med. Truck	0.848	0.049	0.103	0.0184	
NOISE SOURCE ELEVATIONS (Feet)			Heavy Truck	0.865	0.027	0.108	0.0074	
Autos:	0							
Medium Trucks:	2.3							
Heavy Trucks:	8							

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	52.1	60.8	59.1	53.0	61.6	62.2
Medium Trucks:	61.8	53.7	47.3	45.8	54.2	54.5
Heavy Trucks:	67.0	55.1	46.0	47.2	57.1	57.3
<b>Vehicle Noise:</b>	<b>69.4</b>	<b>62.8</b>	<b>59.6</b>	<b>54.9</b>	<b>63.5</b>	<b>64.0</b>

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	277
65 dBA	87
70 dBA	28
Mitigated	
60 dBA	
65 dBA	
70 dBA	



**Federal Highway Administration RD-77-108  
Traffic Noise Prediction Model (CALVENO)**

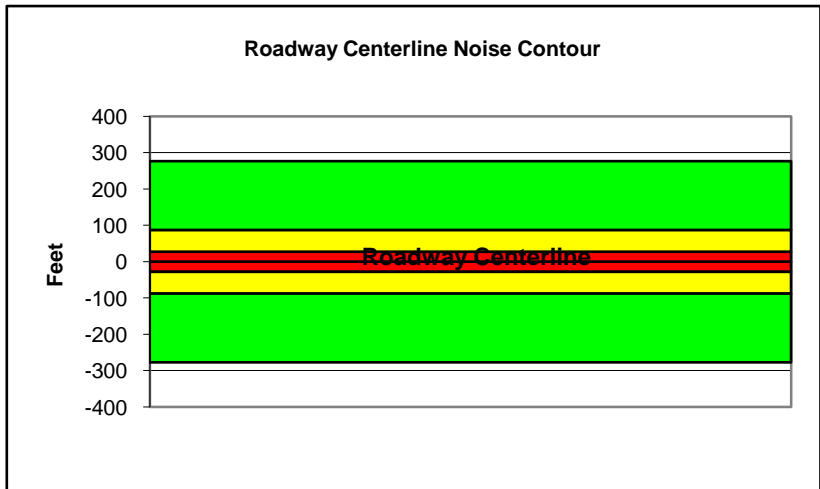
Project Name: New San Diego Central Courthouse      Scenario: Existing Plus Project  
Analyst: Monica Kling      Job #: 25104231  
Roadway: Front Street  
Road Segment: Ash Street to A Street

PROJECT DATA			SITE DATA					
Centerline Dist to Barrier	0		Road Grade:	0				
Barrier (0=wall, 1= berm):	0		Average Daily Traffic:	16093				
Receiver Barrier Dist:	0		Peak Hour Traffic:	1609.3				
Centerline Dist. To Observer:	100		Vehicle Speed:	35				
Barrier Near Lane CL Dist:	0		Centerline Separation:	24				
Barrier Far lane CL Dist:	0		NOISE INPUTS					
Pad Elevation:	0.5		Site conditions <b>HARD SITE</b>					
Road Elevation:	0		FLEET MIX					
Observer Height (above grade):	0		Type	Day	Evening	Night	Daily	
Barrier Height:	0		Auto	0.775	0.129	0.096	0.9742	
Rt View: 90	Lft View: -90		Med. Truck	0.848	0.049	0.103	0.0184	
NOISE SOURCE ELEVATIONS (Feet)			Heavy Truck	0.865	0.027	0.108	0.0074	
Autos:	0							
Medium Trucks:	2.3							
Heavy Trucks:	8							

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	52.1	60.9	59.1	53.0	61.6	62.2
Medium Trucks:	61.8	53.7	47.4	45.8	54.3	54.5
Heavy Trucks:	67.0	55.1	46.0	47.2	57.2	57.3
<b>Vehicle Noise:</b>	<b>69.5</b>	<b>62.8</b>	<b>59.6</b>	<b>54.9</b>	<b>63.5</b>	<b>64.0</b>

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	277
65 dBA	88
70 dBA	28
Mitigated	
60 dBA	
65 dBA	
70 dBA	





**Federal Highway Administration RD-77-108  
Traffic Noise Prediction Model (CALVENO)**

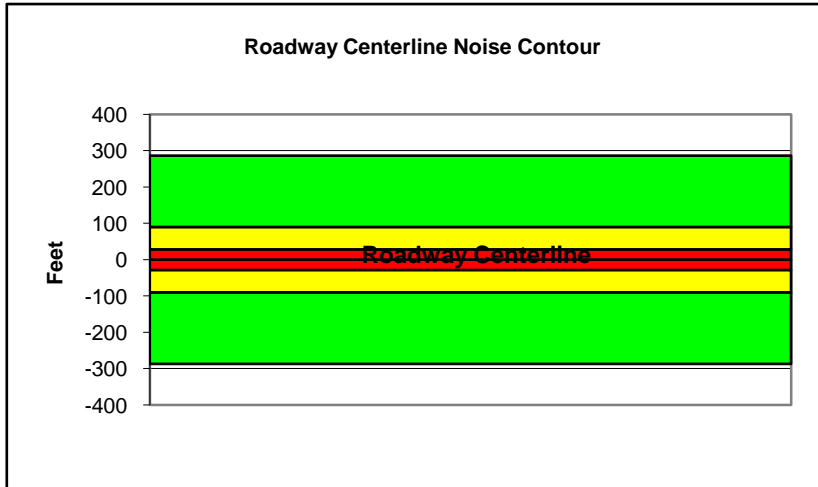
Project Name: New San Diego Central Courthouse      Scenario: Future  
Analyst: Monica Kling      Job #: 25104231  
Roadway: Front Street  
Road Segment: Ash Street to A Street

PROJECT DATA			SITE DATA					
Centerline Dist to Barrier	0		Road Grade:	0				
Barrier (0=wall, 1= berm):	0		Average Daily Traffic:	16601				
Receiver Barrier Dist:	0		Peak Hour Traffic:	1660.1				
Centerline Dist. To Observer:	100		Vehicle Speed:	35				
Barrier Near Lane CL Dist:	0		Centerline Separation:	24				
Barrier Far lane CL Dist:	0		NOISE INPUTS					
Pad Elevation:	0.5		Site conditions <b>HARD SITE</b>					
Road Elevation:	0		FLEET MIX					
Observer Height (above grade):	0		Type	Day	Evening	Night	Daily	
Barrier Height:	0		Auto	0.775	0.129	0.096	0.9742	
Rt View: 90	Lft View:	-90	Med. Truck	0.848	0.049	0.103	0.0184	
NOISE SOURCE ELEVATIONS (Feet)			Heavy Truck	0.865	0.027	0.108	0.0074	
Autos:	0							
Medium Trucks:	2.3							
Heavy Trucks:	8							

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	52.2	61.0	59.2	53.1	61.8	62.4
Medium Trucks:	61.9	53.9	47.5	45.9	54.4	54.6
Heavy Trucks:	67.2	55.2	46.2	47.4	57.3	57.4
<b>Vehicle Noise:</b>	<b>69.6</b>	<b>63.0</b>	<b>59.8</b>	<b>55.1</b>	<b>63.6</b>	<b>64.1</b>

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	286
65 dBA	91
70 dBA	29
Mitigated	
60 dBA	
65 dBA	
70 dBA	



**Federal Highway Administration RD-77-108  
Traffic Noise Prediction Model (CALVENO)**

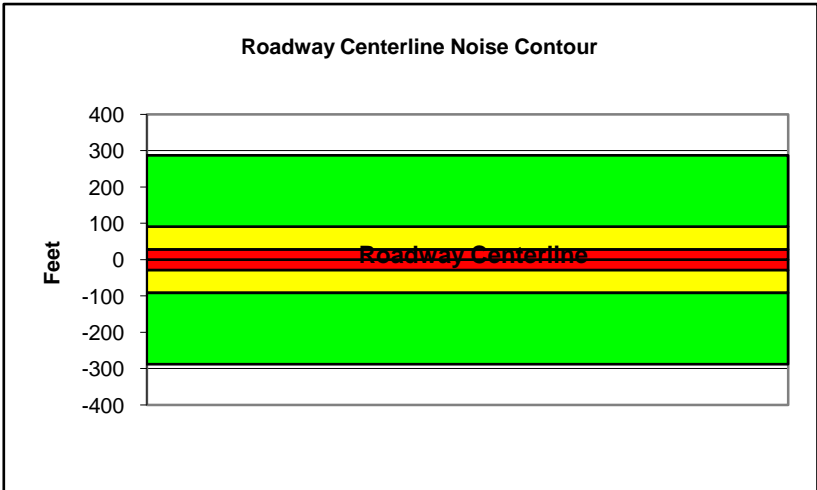
Project Name: New San Diego Central Courthouse      Scenario: Future Plus Project  
Analyst: Monica Kling      Job #: 25104231  
Roadway: Front Street  
Road Segment: Ash Street to A Street

PROJECT DATA		SITE DATA				
Centerline Dist to Barrier	0	Road Grade:	0			
Barrier (0=wall, 1= berm):	0	Average Daily Traffic:	16670			
Receiver Barrier Dist:	0	Peak Hour Traffic:	1667			
Centerline Dist. To Observer:	100	Vehicle Speed:	35			
Barrier Near Lane CL Dist:	0	Centerline Separation:	24			
Barrier Far lane CL Dist:	0	NOISE INPUTS				
Pad Elevation:	0.5	Site conditions HARD SITE				
Road Elevation:	0	FLEET MIX				
Observer Height (above grade):	0	Type	Day	Evening	Night	Daily
Barrier Height:	0	Auto	0.775	0.129	0.096	0.9742
Rt View: 90	Lft View: -90	Med. Truck	0.848	0.049	0.103	0.0184
NOISE SOURCE ELEVATIONS (Feet)		Heavy Truck	0.865	0.027	0.108	0.0074
Autos:	0					
Medium Trucks:	2.3					
Heavy Trucks:	8					

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	52.2	61.0	59.2	53.1	61.8	62.4
Medium Trucks:	62.0	53.9	47.5	45.9	54.4	54.7
Heavy Trucks:	67.2	55.2	46.2	47.4	57.3	57.4
<b>Vehicle Noise:</b>	<b>69.6</b>	<b>63.0</b>	<b>59.8</b>	<b>55.1</b>	<b>63.7</b>	<b>64.1</b>

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	288
65 dBA	91
70 dBA	29
Mitigated	
60 dBA	
65 dBA	
70 dBA	



# *STATE STREET*

## *TRAFFIC NOISE MODELING*

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**Federal Highway Administration RD-77-108  
Traffic Noise Prediction Model (CALVENO)**

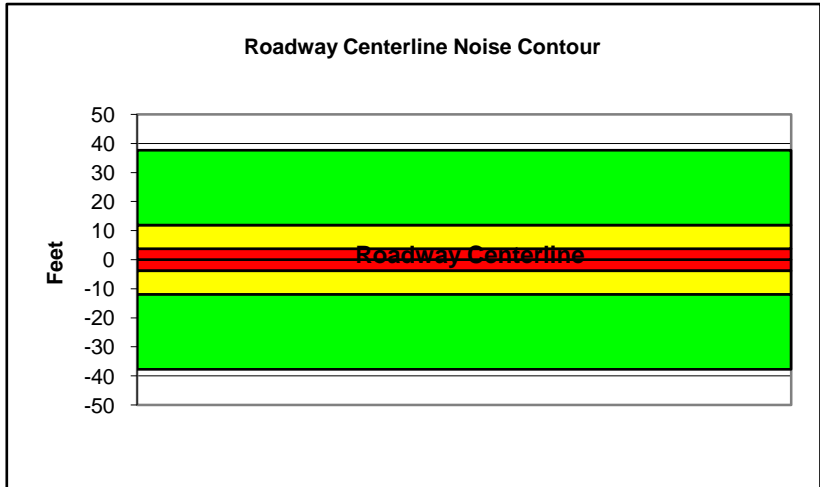
Project Name: New San Diego Central Courthouse      Scenario: Existing  
Analyst: Monica Kling      Job #: 25104231  
Roadway: State Street  
Road Segment: Ash Street to A Street

PROJECT DATA		SITE DATA				
Centerline Dist to Barrier	0	Road Grade:	0			
Barrier (0=wall, 1= berm):	0	Average Daily Traffic:	2190			
Receiver Barrier Dist:	0	Peak Hour Traffic:	219			
Centerline Dist. To Observer:	100	Vehicle Speed:	35			
Barrier Near Lane CL Dist:	0	Centerline Separation:	24			
Barrier Far lane CL Dist:	0	NOISE INPUTS				
Pad Elevation:	0.5	Site conditions <b>HARD SITE</b>				
Road Elevation:	0	FLEET MIX				
Observer Height (above grade):	0	Type	Day	Evening	Night	Daily
Barrier Height:	0	Auto	0.775	0.129	0.096	0.9742
Rt View: 90	Lft View: -90	Med. Truck	0.848	0.049	0.103	0.0184
NOISE SOURCE ELEVATIONS (Feet)		Heavy Truck	0.865	0.027	0.108	0.0074
Autos:	0					
Medium Trucks:	2.3					
Heavy Trucks:	8					

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	43.4	52.2	50.4	44.3	53.0	53.6
Medium Trucks:	53.1	45.1	38.7	37.1	45.6	45.8
Heavy Trucks:	58.4	46.4	37.4	38.6	48.5	48.6
<b>Vehicle Noise:</b>	<b>60.8</b>	<b>54.2</b>	<b>51.0</b>	<b>46.3</b>	<b>54.9</b>	<b>55.3</b>

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	38
65 dBA	12
70 dBA	4
Mitigated	
60 dBA	
65 dBA	
70 dBA	



**Federal Highway Administration RD-77-108  
Traffic Noise Prediction Model (CALVENO)**

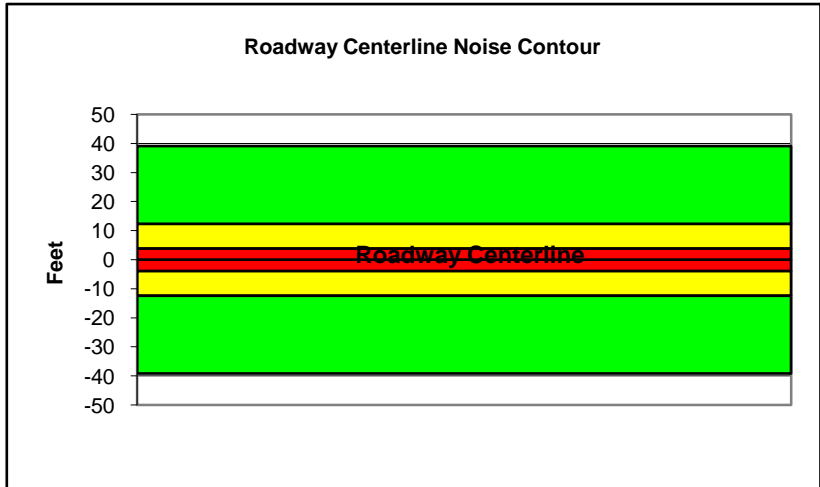
Project Name: New San Diego Central Courthouse      Scenario: Existing Plus Project  
Analyst: Monica Kling      Job #: 25104231  
Roadway: State Street  
Road Segment: Ash Street to A Street

PROJECT DATA			SITE DATA					
Centerline Dist to Barrier	0		Road Grade:	0				
Barrier (0=wall, 1= berm):	0		Average Daily Traffic:	2270				
Receiver Barrier Dist:	0		Peak Hour Traffic:	227				
Centerline Dist. To Observer:	100		Vehicle Speed:	35				
Barrier Near Lane CL Dist:	0		Centerline Separation:	24				
Barrier Far lane CL Dist:	0		NOISE INPUTS					
Pad Elevation:	0.5		Site conditions <b>HARD SITE</b>					
Road Elevation:	0		FLEET MIX					
Observer Height (above grade):	0		Type	Day	Evening	Night	Daily	
Barrier Height:	0		Auto	0.775	0.129	0.096	0.9742	
Rt View: 90	Lft View:	-90	Med. Truck	0.848	0.049	0.103	0.0184	
NOISE SOURCE ELEVATIONS (Feet)			Heavy Truck	0.865	0.027	0.108	0.0074	
Autos:	0							
Medium Trucks:	2.3							
Heavy Trucks:	8							

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	43.6	52.4	50.6	44.5	53.1	53.7
Medium Trucks:	53.3	45.2	38.8	37.3	45.8	46.0
Heavy Trucks:	58.5	46.6	37.5	38.7	48.6	48.8
<b>Vehicle Noise:</b>	<b>61.0</b>	<b>54.3</b>	<b>51.1</b>	<b>46.4</b>	<b>55.0</b>	<b>55.5</b>

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	39
65 dBA	12
70 dBA	4
Mitigated	
60 dBA	
65 dBA	
70 dBA	



**Federal Highway Administration RD-77-108  
Traffic Noise Prediction Model (CALVENO)**

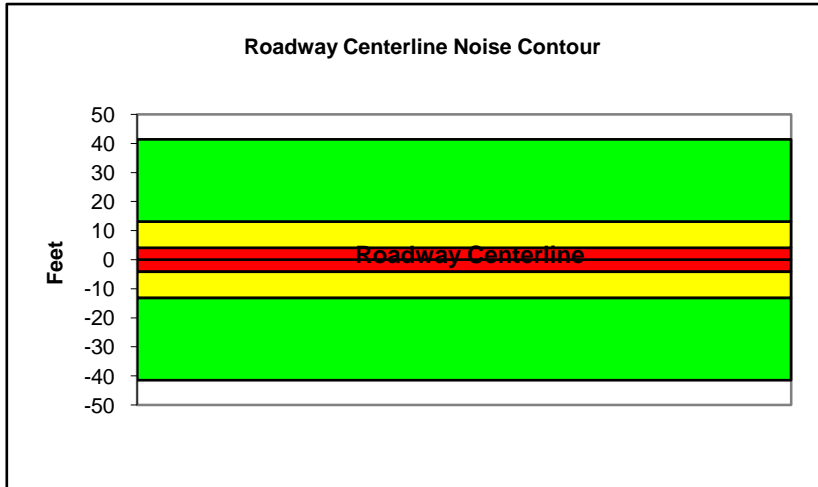
Project Name: New San Diego Central Courthouse      Scenario: Future  
Analyst: Monica Kling      Job #: 25104231  
Roadway: State Street  
Road Segment: Ash Street to A Street

PROJECT DATA			SITE DATA					
Centerline Dist to Barrier	0		Road Grade:	0				
Barrier (0=wall, 1= berm):	0		Average Daily Traffic:	2405				
Receiver Barrier Dist:	0		Peak Hour Traffic:	240.5				
Centerline Dist. To Observer:	100		Vehicle Speed:	35				
Barrier Near Lane CL Dist:	0		Centerline Separation:	24				
Barrier Far lane CL Dist:	0		NOISE INPUTS					
Pad Elevation:	0.5		Site conditions HARD SITE					
Road Elevation:	0		FLEET MIX					
Observer Height (above grade):	0		Type	Day	Evening	Night	Daily	
Barrier Height:	0		Auto	0.775	0.129	0.096	0.9742	
Rt View: 90	Lft View:	-90	Med. Truck	0.848	0.049	0.103	0.0184	
NOISE SOURCE ELEVATIONS (Feet)			Heavy Truck	0.865	0.027	0.108	0.0074	
Autos:	0							
Medium Trucks:	2.3							
Heavy Trucks:	8							

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	43.8	52.6	50.8	44.7	53.4	54.0
Medium Trucks:	53.5	45.5	39.1	37.5	46.0	46.2
Heavy Trucks:	58.8	46.8	37.8	39.0	48.9	49.0
<b>Vehicle Noise:</b>	<b>61.2</b>	<b>54.6</b>	<b>51.4</b>	<b>46.7</b>	<b>55.3</b>	<b>55.7</b>

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	41
65 dBA	13
70 dBA	4
Mitigated	
60 dBA	
65 dBA	
70 dBA	



**Federal Highway Administration RD-77-108  
Traffic Noise Prediction Model (CALVENO)**

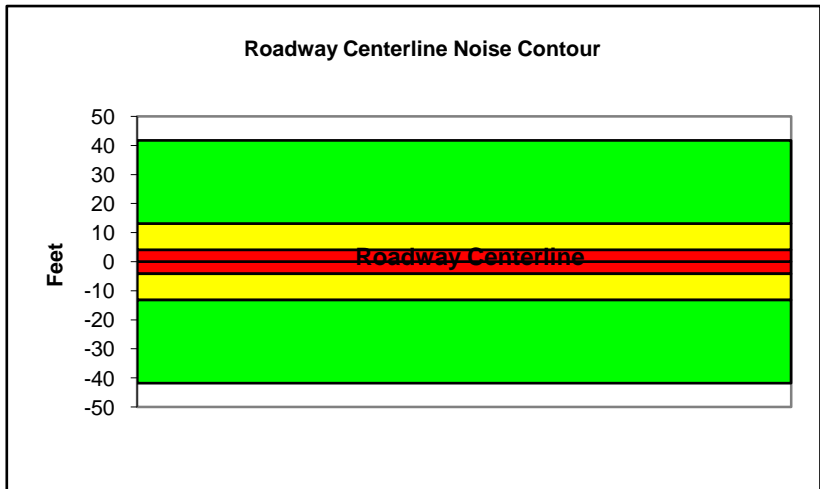
Project Name: New San Diego Central Courthouse      Scenario: Future Plus Project  
Analyst: Monica Kling      Job #: 25104231  
Roadway: State Street  
Road Segment: Ash Street to A Street

PROJECT DATA			SITE DATA					
Centerline Dist to Barrier	0		Road Grade:	0				
Barrier (0=wall, 1= berm):	0		Average Daily Traffic:	2422				
Receiver Barrier Dist:	0		Peak Hour Traffic:	242.2				
Centerline Dist. To Observer:	100		Vehicle Speed:	35				
Barrier Near Lane CL Dist:	0		Centerline Separation:	24				
Barrier Far lane CL Dist:	0		NOISE INPUTS					
Pad Elevation:	0.5		Site conditions HARD SITE					
Road Elevation:	0		FLEET MIX					
Observer Height (above grade):	0		Type	Day	Evening	Night	Daily	
Barrier Height:	0		Auto	0.775	0.129	0.096	0.9742	
Rt View: 90	Lft View: -90		Med. Truck	0.848	0.049	0.103	0.0184	
NOISE SOURCE ELEVATIONS (Feet)			Heavy Truck	0.865	0.027	0.108	0.0074	
Autos:	0							
Medium Trucks:	2.3							
Heavy Trucks:	8							

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	43.9	52.6	50.9	44.8	53.4	54.0
Medium Trucks:	53.6	45.5	39.1	37.6	46.0	46.3
Heavy Trucks:	58.8	46.9	37.8	39.0	48.9	49.1
<b>Vehicle Noise:</b>	<b>61.2</b>	<b>54.6</b>	<b>51.4</b>	<b>46.7</b>	<b>55.3</b>	<b>55.7</b>

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	42
65 dBA	13
70 dBA	4
Mitigated	
60 dBA	
65 dBA	
70 dBA	





**Federal Highway Administration RD-77-108  
Traffic Noise Prediction Model (CALVENO)**

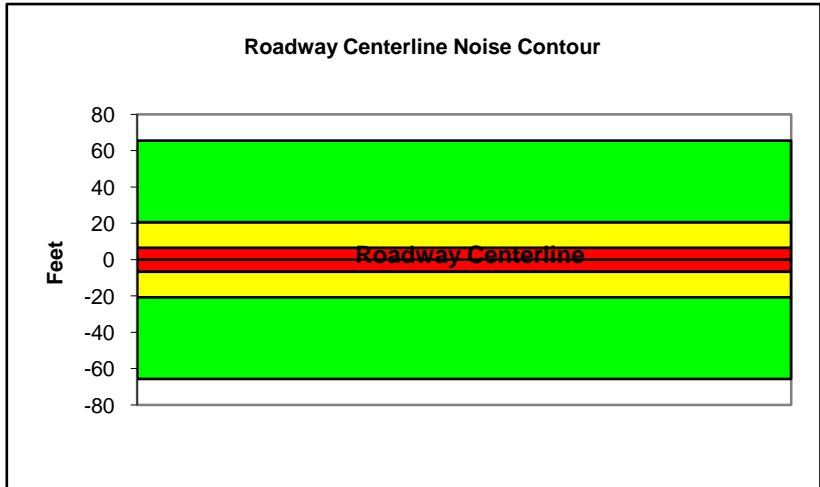
Project Name: New San Diego Central Courthouse      Scenario: Existing  
Analyst: Monica Kling      Job #: 25104231  
Roadway: State Street  
Road Segment: B Street to C Street

PROJECT DATA			SITE DATA					
Centerline Dist to Barrier	0		Road Grade:	0				
Barrier (0=wall, 1= berm):	0		Average Daily Traffic:	3800				
Receiver Barrier Dist:	0		Peak Hour Traffic:	380				
Centerline Dist. To Observer:	100		Vehicle Speed:	35				
Barrier Near Lane CL Dist:	0		Centerline Separation:	24				
Barrier Far lane CL Dist:	0		NOISE INPUTS					
Pad Elevation:	0.5		Site conditions HARD SITE					
Road Elevation:	0		FLEET MIX					
Observer Height (above grade):	0		Type	Day	Evening	Night	Daily	
Barrier Height:	0		Auto	0.775	0.129	0.096	0.9742	
Rt View: 90	Lft View:	-90	Med. Truck	0.848	0.049	0.103	0.0184	
NOISE SOURCE ELEVATIONS (Feet)			Heavy Truck	0.865	0.027	0.108	0.0074	
Autos:	0							
Medium Trucks:	2.3							
Heavy Trucks:	8							

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	45.8	54.6	52.8	46.7	55.4	56.0
Medium Trucks:	55.5	47.5	41.1	39.5	48.0	48.2
Heavy Trucks:	60.8	48.8	39.8	41.0	50.9	51.0
<b>Vehicle Noise:</b>	<b>63.2</b>	<b>56.6</b>	<b>53.4</b>	<b>48.7</b>	<b>57.2</b>	<b>57.7</b>

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	66
65 dBA	21
70 dBA	7
Mitigated	
60 dBA	
65 dBA	
70 dBA	



**Federal Highway Administration RD-77-108  
Traffic Noise Prediction Model (CALVENO)**

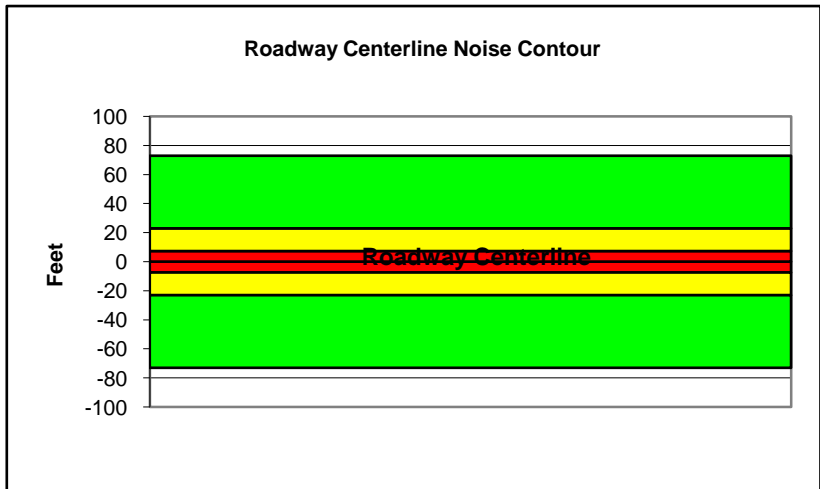
Project Name: New San Diego Central Courthouse      Scenario: Existing Plus Project  
Analyst: Monica Kling      Job #: 25104231  
Roadway: State Street  
Road Segment: B Street to C Street

PROJECT DATA		SITE DATA				
Centerline Dist to Barrier	0	Road Grade:	0			
Barrier (0=wall, 1= berm):	0	Average Daily Traffic:	4228			
Receiver Barrier Dist:	0	Peak Hour Traffic:	422.8			
Centerline Dist. To Observer:	100	Vehicle Speed:	35			
Barrier Near Lane CL Dist:	0	Centerline Separation:	24			
Barrier Far lane CL Dist:	0	NOISE INPUTS				
Pad Elevation:	0.5	Site conditions HARD SITE				
Road Elevation:	0	FLEET MIX				
Observer Height (above grade):	0	Type	Day	Evening	Night	Daily
Barrier Height:	0	Auto	0.775	0.129	0.096	0.9742
Rt View: 90	Lft View: -90	Med. Truck	0.848	0.049	0.103	0.0184
NOISE SOURCE ELEVATIONS (Feet)		Heavy Truck	0.865	0.027	0.108	0.0074
Autos:	0					
Medium Trucks:	2.3					
Heavy Trucks:	8					

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	46.3	55.1	53.3	47.2	55.8	56.4
Medium Trucks:	56.0	47.9	41.5	40.0	48.5	48.7
Heavy Trucks:	61.2	49.3	40.2	41.4	51.3	51.5
<b>Vehicle Noise:</b>	<b>63.7</b>	<b>57.0</b>	<b>53.8</b>	<b>49.1</b>	<b>57.7</b>	<b>58.2</b>

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	73
65 dBA	23
70 dBA	7
Mitigated	
60 dBA	
65 dBA	
70 dBA	



**Federal Highway Administration RD-77-108  
Traffic Noise Prediction Model (CALVENO)**

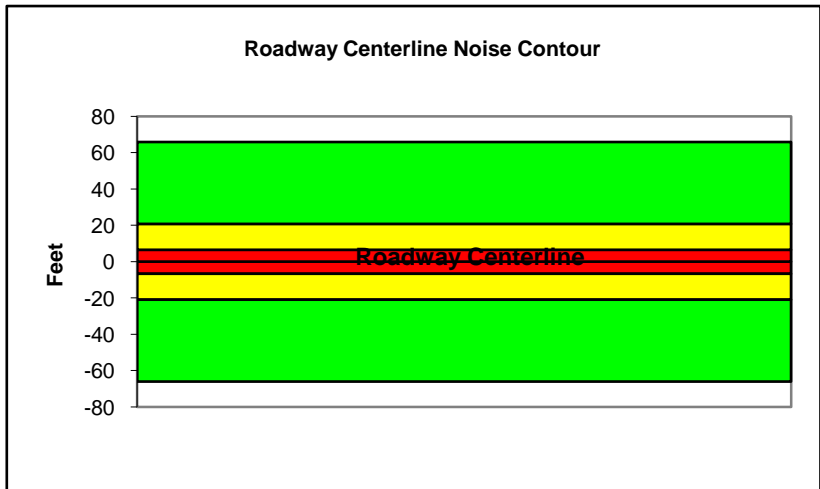
Project Name: New San Diego Central Courthouse      Scenario: Future  
Analyst: Monica Kling      Job #: 25104231  
Roadway: State Street  
Road Segment: B Street to C Street

PROJECT DATA			SITE DATA					
Centerline Dist to Barrier	0		Road Grade:	0				
Barrier (0=wall, 1= berm):	0		Average Daily Traffic:	3829				
Receiver Barrier Dist:	0		Peak Hour Traffic:	382.9				
Centerline Dist. To Observer:	100		Vehicle Speed:	35				
Barrier Near Lane CL Dist:	0		Centerline Separation:	24				
Barrier Far lane CL Dist:	0		NOISE INPUTS					
Pad Elevation:	0.5		Site conditions HARD SITE					
Road Elevation:	0		FLEET MIX					
Observer Height (above grade):	0		Type	Day	Evening	Night	Daily	
Barrier Height:	0		Auto	0.775	0.129	0.096	0.9742	
Rt View: 90	Lft View:	-90	Med. Truck	0.848	0.049	0.103	0.0184	
NOISE SOURCE ELEVATIONS (Feet)			Heavy Truck	0.865	0.027	0.108	0.0074	
Autos:	0							
Medium Trucks:	2.3							
Heavy Trucks:	8							

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	45.8	54.6	52.8	46.8	55.4	56.0
Medium Trucks:	55.6	47.5	41.1	39.5	48.0	48.3
Heavy Trucks:	60.8	48.8	39.8	41.0	50.9	51.0
<b>Vehicle Noise:</b>	<b>63.2</b>	<b>56.6</b>	<b>53.4</b>	<b>48.7</b>	<b>57.3</b>	<b>57.7</b>

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	66
65 dBA	21
70 dBA	7
Mitigated	
60 dBA	
65 dBA	
70 dBA	



**Federal Highway Administration RD-77-108  
Traffic Noise Prediction Model (CALVENO)**

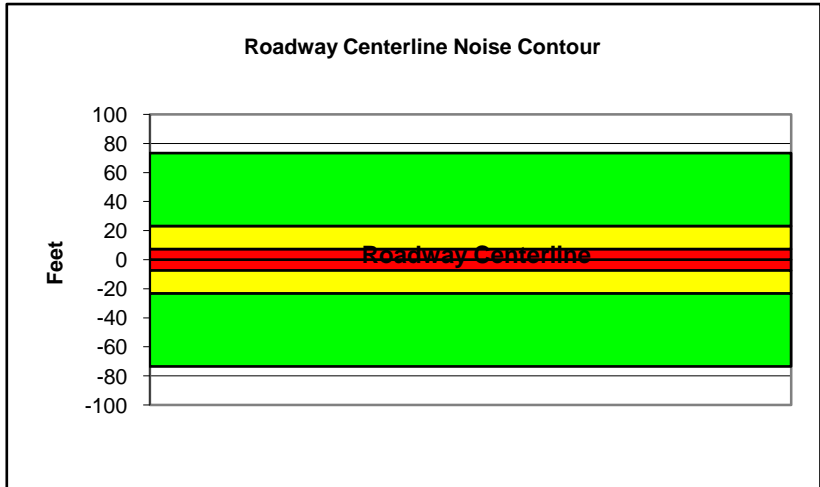
Project Name: New San Diego Central Courthouse      Scenario: Future Plus Project  
Analyst: Monica Kling      Job #: 25104231  
Roadway: State Street  
Road Segment: B Street to C Street

PROJECT DATA		SITE DATA				
Centerline Dist to Barrier	0	Road Grade:	0			
Barrier (0=wall, 1= berm):	0	Average Daily Traffic:	4256			
Receiver Barrier Dist:	0	Peak Hour Traffic:	425.6			
Centerline Dist. To Observer:	100	Vehicle Speed:	35			
Barrier Near Lane CL Dist:	0	Centerline Separation:	24			
Barrier Far lane CL Dist:	0	NOISE INPUTS				
Pad Elevation:	0.5	Site conditions <b>HARD SITE</b>				
Road Elevation:	0	FLEET MIX				
Observer Height (above grade):	0	Type	Day	Evening	Night	Daily
Barrier Height:	0	Auto	0.775	0.129	0.096	0.9742
Rt View: 90	Lft View: -90	Med. Truck	0.848	0.049	0.103	0.0184
NOISE SOURCE ELEVATIONS (Feet)		Heavy Truck	0.865	0.027	0.108	0.0074
Autos:	0					
Medium Trucks:	2.3					
Heavy Trucks:	8					

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	46.3	55.1	53.3	47.2	55.9	56.5
Medium Trucks:	56.0	48.0	41.6	40.0	48.5	48.7
Heavy Trucks:	61.2	49.3	40.2	41.5	51.4	51.5
<b>Vehicle Noise:</b>	<b>63.7</b>	<b>57.0</b>	<b>53.9</b>	<b>49.2</b>	<b>57.7</b>	<b>58.2</b>

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	73
65 dBA	23
70 dBA	7
Mitigated	
60 dBA	
65 dBA	
70 dBA	



**Federal Highway Administration RD-77-108  
Traffic Noise Prediction Model (CALVENO)**

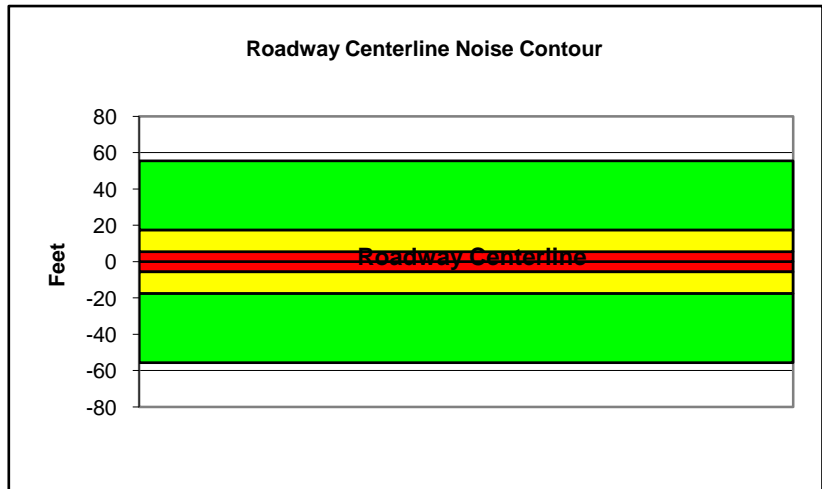
Project Name: New San Diego Central Courthouse      Scenario: Existing  
Analyst: Monica Kling      Job #: 25104231  
Roadway: State Street  
Road Segment: C Street to Broadway

PROJECT DATA			SITE DATA					
Centerline Dist to Barrier	0		Road Grade:	0				
Barrier (0=wall, 1= berm):	0		Average Daily Traffic:	3221				
Receiver Barrier Dist:	0		Peak Hour Traffic:	322.1				
Centerline Dist. To Observer:	100		Vehicle Speed:	35				
Barrier Near Lane CL Dist:	0		Centerline Separation:	24				
Barrier Far lane CL Dist:	0		NOISE INPUTS					
Pad Elevation:	0.5		Site conditions HARD SITE					
Road Elevation:	0		FLEET MIX					
Observer Height (above grade):	0		Type	Day	Evening	Night	Daily	
Barrier Height:	0		Auto	0.775	0.129	0.096	0.9742	
Rt View: 90	Lft View:	-90	Med. Truck	0.848	0.049	0.103	0.0184	
NOISE SOURCE ELEVATIONS (Feet)			Heavy Truck	0.865	0.027	0.108	0.0074	
Autos:	0							
Medium Trucks:	2.3							
Heavy Trucks:	8							

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	45.1	53.9	52.1	46.0	54.7	55.3
Medium Trucks:	54.8	46.7	40.4	38.8	47.3	47.5
Heavy Trucks:	60.0	48.1	39.0	40.3	50.2	50.3
<b>Vehicle Noise:</b>	<b>62.5</b>	<b>55.8</b>	<b>52.6</b>	<b>48.0</b>	<b>56.5</b>	<b>57.0</b>

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	56
65 dBA	18
70 dBA	6
Mitigated	
60 dBA	
65 dBA	
70 dBA	



**Federal Highway Administration RD-77-108  
Traffic Noise Prediction Model (CALVENO)**

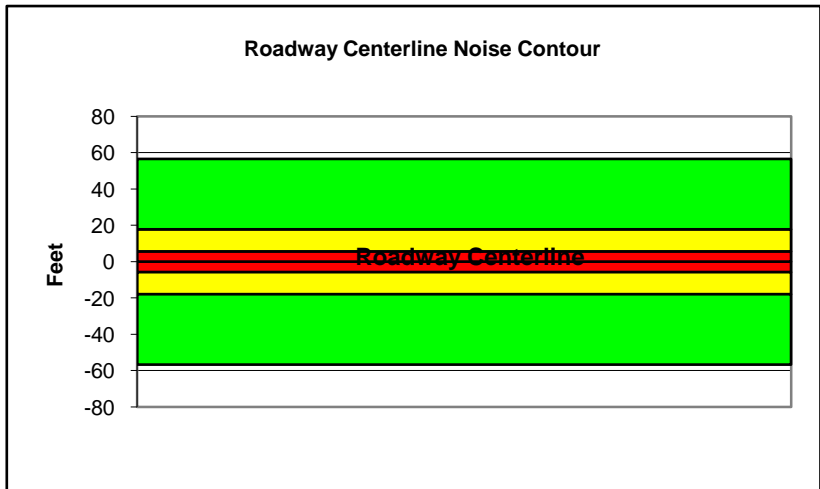
Project Name:	New San Diego Central Courthouse	Scenario:	Existing Plus Project
Analyst:	Monica Kling	Job #:	25104231
Roadway:	State Street		
Road Segment:	C Street to Broadway		

PROJECT DATA			SITE DATA				
Centerline Dist to Barrier	0		Road Grade:	0			
Barrier (0=wall, 1= berm):	0		Average Daily Traffic:	3281			
Receiver Barrier Dist:	0		Peak Hour Traffic:	328.1			
Centerline Dist. To Observer:	100		Vehicle Speed:	35			
Barrier Near Lane CL Dist:	0		Centerline Separation:	24			
Barrier Far lane CL Dist:	0		NOISE INPUTS				
Pad Elevation:	0.5		Site conditions HARD SITE				
Road Elevation:	0		FLEET MIX				
Observer Height (above grade):	0		Type	Day	Evening	Night	Daily
Barrier Height:	0		Auto	0.775	0.129	0.096	0.9742
Rt View: 90	Lft View:	-90	Med. Truck	0.848	0.049	0.103	0.0184
NOISE SOURCE ELEVATIONS (Feet)			Heavy Truck	0.865	0.027	0.108	0.0074
Autos:	0						
Medium Trucks:	2.3						
Heavy Trucks:	8						

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	45.2	54.0	52.2	46.1	54.7	55.3
Medium Trucks:	54.9	46.8	40.4	38.9	47.4	47.6
Heavy Trucks:	60.1	48.2	39.1	40.3	50.2	50.4
<b>Vehicle Noise:</b>	<b>62.6</b>	<b>55.9</b>	<b>52.7</b>	<b>48.0</b>	<b>56.6</b>	<b>57.1</b>

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	57
65 dBA	18
70 dBA	6
Mitigated	
60 dBA	
65 dBA	
70 dBA	



**Federal Highway Administration RD-77-108  
Traffic Noise Prediction Model (CALVENO)**

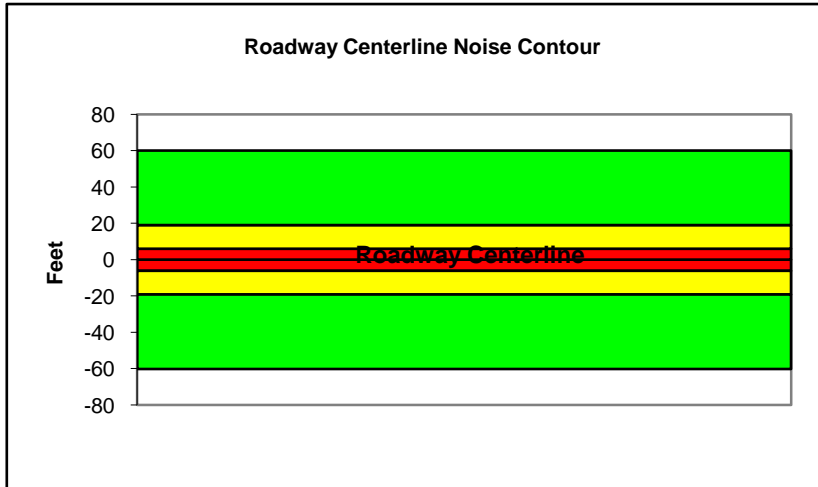
Project Name: New San Diego Central Courthouse      Scenario: Future  
Analyst: Monica Kling      Job #: 25104231  
Roadway: State Street  
Road Segment: C Street to Broadway

PROJECT DATA			SITE DATA					
Centerline Dist to Barrier	0		Road Grade:	0				
Barrier (0=wall, 1= berm):	0		Average Daily Traffic:	3489				
Receiver Barrier Dist:	0		Peak Hour Traffic:	348.9				
Centerline Dist. To Observer:	100		Vehicle Speed:	35				
Barrier Near Lane CL Dist:	0		Centerline Separation:	24				
Barrier Far lane CL Dist:	0		NOISE INPUTS					
Pad Elevation:	0.5		Site conditions HARD SITE					
Road Elevation:	0		FLEET MIX					
Observer Height (above grade):	0		Type	Day	Evening	Night	Daily	
Barrier Height:	0		Auto	0.775	0.129	0.096	0.9742	
Rt View: 90	Lft View:	-90	Med. Truck	0.848	0.049	0.103	0.0184	
NOISE SOURCE ELEVATIONS (Feet)			Heavy Truck	0.865	0.027	0.108	0.0074	
Autos:	0							
Medium Trucks:	2.3							
Heavy Trucks:	8							

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	45.4	54.2	52.4	46.4	55.0	55.6
Medium Trucks:	55.2	47.1	40.7	39.1	47.6	47.9
Heavy Trucks:	60.4	48.4	39.4	40.6	50.5	50.6
<b>Vehicle Noise:</b>	<b>62.8</b>	<b>56.2</b>	<b>53.0</b>	<b>48.3</b>	<b>56.9</b>	<b>57.3</b>

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	60
65 dBA	19
70 dBA	6
Mitigated	
60 dBA	
65 dBA	
70 dBA	



**Federal Highway Administration RD-77-108  
Traffic Noise Prediction Model (CALVENO)**

Project Name: New San Diego Central Courthouse      Scenario: Future Plus Project  
Analyst: Monica Kling      Job #: 25104231  
Roadway: State Street  
Road Segment: C Street to Broadway

PROJECT DATA			SITE DATA					
Centerline Dist to Barrier	0		Road Grade:	0				
Barrier (0=wall, 1= berm):	0		Average Daily Traffic:	3549				
Receiver Barrier Dist:	0		Peak Hour Traffic:	354.9				
Centerline Dist. To Observer:	100		Vehicle Speed:	35				
Barrier Near Lane CL Dist:	0		Centerline Separation:	24				
Barrier Far lane CL Dist:	0		NOISE INPUTS					
Pad Elevation:	0.5		Site conditions <b>HARD SITE</b>					
Road Elevation:	0		FLEET MIX					
Observer Height (above grade):	0		Type	Day	Evening	Night	Daily	
Barrier Height:	0		Auto	0.775	0.129	0.096	0.9742	
Rt View: 90	Lft View:	-90	Med. Truck	0.848	0.049	0.103	0.0184	
NOISE SOURCE ELEVATIONS (Feet)			Heavy Truck	0.865	0.027	0.108	0.0074	
Autos:	0							
Medium Trucks:	2.3							
Heavy Trucks:	8							

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	45.5	54.3	52.5	46.4	55.1	55.7
Medium Trucks:	55.2	47.2	40.8	39.2	47.7	47.9
Heavy Trucks:	60.5	48.5	39.5	40.7	50.6	50.7
<b>Vehicle Noise:</b>	<b>62.9</b>	<b>56.3</b>	<b>53.1</b>	<b>48.4</b>	<b>56.9</b>	<b>57.4</b>

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	61
65 dBA	19
70 dBA	6
Mitigated	
60 dBA	
65 dBA	
70 dBA	

